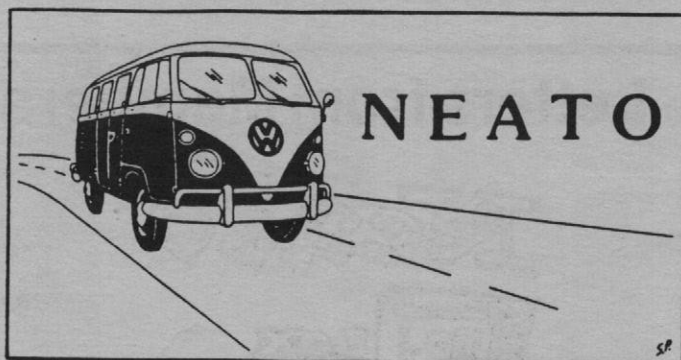




OLD BUS REVIEW

May/June 1995

#43

"The Vintage Transporter: The Most Beautiful Flower in the VW Garden"

TTT Directory Rides Again!

With this issue of *Old Bus Review* is being mailed the latest—and greatest!—Transporter Tourist and Traveler Directory. There are more names than ever before in this year's directory, reflecting the continued growth of the two clubs putting it together: NEATO and LIMBO. May this unique phone book put you in touch with your fellow members close to home, and on the road! Much thanks to all who chose to be listed, and who contributed time and even money toward its' publication.

Westfalia Registry & Soapbox Bus Spec Sheet

Please note that two inserts are tucked inside this issue of OBR. The blue sheet is the "Westfalia Registry" begun by **Michael Steinke** of Bulli-Kartei, and is meant to record all surviving VW Westfalias of the '50s, '60s and on up to '79. To make it easier for compile this list, please return your completed Registry forms and mail them to NEATO HQ. They will, in turn, be forwarded to **Michael**. The published Registry will be available in the near future.

The Old Bus Registry that NEATO has collected information for over the past year will also soon be ready. Look for it here!

Also tucked inside this issue are the specs and patterns for making your very own Soapbox Bus. Club Prez **Bill Bowman** writes the following to introduce them: "The original two Soapbox Buses which were debuted at the September 1994 Buses by the Arch in St. Louis delighted the crowds. The credit for this new Type 2 art form and Bus Fad lies entirely on the shoulders of two of our Missouri Micros chapter members. **Rick Babor** fabricated a 1954 barndoor single cab with early style ribbed bumpers, and **Brian Herr** crafted a barndoor chestnut brown-over-sealing wax red 23-window Deluxe with an open sunroof. They had working battery operated lights, brakes, front nose VW emblem, semaphores, and *real* Type 2 steering wheels. So, let's see what some of you out there can come up with in terms of models, years, detailing, lights, horns, accessories (how about a wood-slat roof rack?).

"Racing these beasts down hills (such as described in the story in *Old Bus Review* Nov./Dec. '94) should be left to trained

professionals (kids don't try this at home.) For insurance purposes, riding in these wonderful contraptions is done at your own risk and racing them is not encouraged by NEATO and our event organizers. With that said, we will hold a contest with awards at Buses by the Arch for these unique creations of yours (a mini-Micro show, if you will). Some awards could be for: Best of Show, Best Detailing, Paint, Originality, etc. So get together with your buddies and design, fabricate, paint, wire-up, and detail your creation and join in this Soapbox Bus fun!"

Tennessee Transporters

The Memphis, Tennessee, area is now home to the newest NEATO chapter: Tennessee Transporters. The core of this group is **Billy Montiel**, **Patrick Findley**, **Gary Jarrett**, **Douglas Duncan**, **Mike Silver**, **William Carpenter**, and **Ernie Montiel**, and the "Double T's" already have plans for events in the months to come. (I tried to get the Memphis folks to consider naming their group the Elvis Fan Van Club, but they would have none of it.) Welcome to the NEATO family—*Tennessee Transporters!*

1996 Calendar in the Works

The 1996 NEATO/Bulli-Kartei/Split Screen Van Club calendar is now in final production stage, and should be available in the next couple months. Thanks to all who sent photos for consideration—there were dozens and dozens finally to choose from, and the Officers and Board of Directors made some hard choices for the limited number of spaces available. Many, many worthy photos were sent in. We hope members will be pleased with the final product, and we hope to announce the calendar's availability in the next OBR.

See you at the Shows!

Tom

Tom Brouillette, Editor



OLD BUS REVIEW

This is issue Number 43 of *Old Bus Review*, published six times per year by Northeast Association of Transporter Owners, Inc. Publication dates are during the second weeks of January, March, May, July, September, and November. Deadline for articles, letters, ads, etc., is the 15th of the month preceding publication. The next deadline is:

June 15th.

Northeast Association of Transporter Owners, Inc. (NEATO) was established to help members maintain, restore, buy or sell pre-1968 Volkswagen Transporters (Microbuses, Kombis, Campers, Single- and Double-Cab Pickups, etc.). Membership is open to all owners and admirers of these vehicles, and ownership of a pre-1968 VW Transporter is **not** a prerequisite to join.

Membership in NEATO (which includes a subscription to *Old Bus Review* and a copy of the *Transporter Tourist & Traveler Directory*) is \$20 per year. Overseas dues are \$28 US per year. Please make checks payable to NEATO. Membership requests, changes of address, and editorial contributions should be sent to:

NEATO/Old Bus Review
P.O. Box 4190
Albuquerque, NM 87196
(505) 268-2220—phone & FAX

Back issues (#13 through #42, only) of *Old Bus Review* are available at \$2.50 per copy. Send requests to above address.

NEATO Officers & Board of Directors: Bill Bowman, President; George Bossarte, Treasurer & Clerk; Tom Brouillette, Editor; Ted Chaney, NEATO Stuff Coordinator. Rick Babor, Allen Becker, Susan Crandall, Barry Guscott, Gary Morgan, Clay Smith, Scott Snider, Dennis Wilson, Board Members. Luke Lukey: Advisor. Jim Bryant & Dave Easterwood, Editorial Assistants extraordinaire! All club work is volunteer—no salaries are paid.

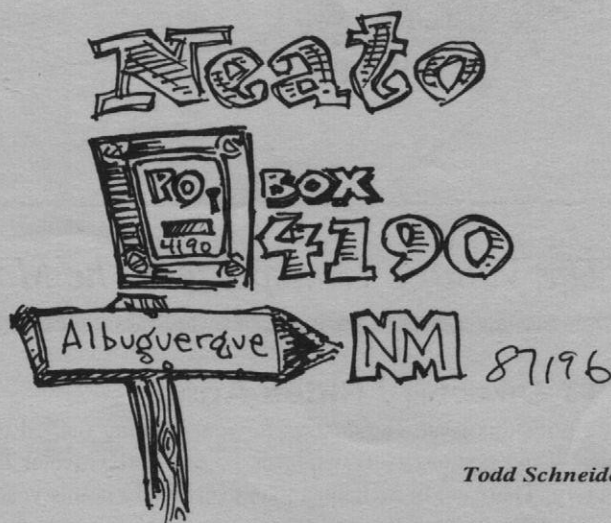
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Observe proper safety precautions when working around a vehicle, especially an older vehicle. Pay strict attention to manufacturer's directions, wear safety goggles, gloves, respirators, and proper clothing. With proper care, the old car hobby can be accident-free and fun.

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Letters from Members



Todd Schneider

From **Harold Mosbrooker**, March 25, 1995:

Dear Tom,

... I've been around V.W. buses since 1971, when I bought a '65 Sundial camper. (I wish I still owned it!) In those days parts were readily available from your local V.W. dealer at a reasonable price! I should have stocked up!

Really enjoy your newsletter! I don't get to a lot of events anymore, so it keeps me in touch with other "bus people"

Harold Mosbrooker
Grants Pass, Oregon

From **Amanda Egan**, April 3, 1995:

Hi!

I wanted to drop a line with my renewal for my NEATO membership. I have a funny story—well, sort of funny. Up until 3 months ago I was the very content owner of a 1971 Westy. She was hurting, rust-wise, but she ran great—a real trooper. The kind of bus who would get you through a late winter ice storm while other vehicles sat on the side of the road and watched your bus ascend an icy hill, slowly (and sometimes sideways) but steadily!! I loved my bus. However, her two rotted (fully) rockers did get me down—I just couldn't see how I'd ever have the money to fix her! Then, two days after this last Christmas, I did something I was not prepared for! I sold her... so that I could buy my dream bus—a split! A 1967 Westy who'd been through many hands but, unlike my '71 needed only about \$200 worth of welding. A very solid bus and he was running and complete! It was hard to sell my '71 but I just knew that the '67 had problems that would be more manageable to my wallet. Plus, I mean, a split window! Wow! Who could pass it up?? So, I have him and he's running pretty well. He did real fine transporting me and my friends up to the Literature and VW Toy Show in Litchfield, Ct. But here's the funny part. I had never driven a split window and somehow, I just thought "sell one good running bubble window bus for a good running split. .. what's the difference?" The first time I drove my "new" split

(for more than a mile), I promptly drove it right back to my driveway & handed the keys to my boyfriend, Gene, saying "This bus is not okay! I think the axle is breaking or the front wheels are not on right or something and there's a really loud grinding noise when I go down hill. . ." Etc., etc. Gene smiled & said "Driving a split is just a tad bit different from the later model buses. First of all, let's talk about reduction boxes. . ."

Well, it's taken a while for me to realize that he's supposed to be kind of bouncy and that he is a little (ha!) bit different from a bubble window bus. I'm lovin' it now! I finally got the hang of it and I get what V-dub lovers mean when they say "Nothin' like a Splitty." ♥

Thanks for the great newsletter!

Sign me up again!

Amanda Egan

Sandy Hook, Connecticut

From **Stewart Alcorn**, April 11, 1995:

Dear Tom,

Howdy!! Well, it's time to pay Uncle Sam and NEATO, I don't have to tell you which I'd rather send my money off to (and which gives me more for my money). Once again I look forward to another year of Type ii companionship, especially since I'm now 3000 miles from my last residence.

Yep, the old job search finally paid off and I found a job in Seattle (working to enhance natural salmon stocks in the Columbia River system), so we're moving out of Maryland. Due to the short amount of time between my finding out I got a job and the job actually starting I had to move out very quickly. Since we had to get Christina, our '63 Deluxe, and the "bus-boat" out to the west coast, and I needed a commuter car once I got out here, we decided to cruz across the rock in the bus. It took nine days to go from the DC area along I-40 through Texas and up through New Mexico, Colorado, Utah (where we saw the only other splitty on the entire trip), Idaho, Oregon and finally into Washington. Yes, I know, it's two sides of a triangle but we tried to avoid some cold weather. Though we froze throughout half the journey, even with the "heat" cranked, Christina performed almost flawlessly (the headlight switch went out) and she is now my commuter special. So here we are in the Northwet, slowin' down traffic and looking for a headlight switch. Luke Lukey has been very kind in allowing us to store the boat on his garage till we get a bit settled and made sure we got to the Cascade Kombis' monthly meeting to become acquainted with other bus nuts (Thanks again Luke).

From the slow lane,

Stewart Alcorn

Seattle, Washington

Lost Highways Rallies

From **Todd & Kristin Kimmell**, April 19, 1995:

Dear NEATO and LiMBO folks,

This is an open invitation for you all to attend the classic trailer and motorhome rallies held by Lost Highways, The Classic Trailer and Motorhome Club.

Our club, currently just over 700 members, focuses on motorhomes from the 1920's through the early 70's, travel trailers from the 1930's through the early 60's, trailer coaches from WWII to the early 50's, auto camping from the 1920's through the 60's.

This includes camping in any kind of VW (we have a Bug convertible with a little Eriba Puck trailer, and we grew up with a succession of Buses.)

We just had our first rally in Sarasota, Florida, which will be an annual winter event. Our annual summer rally will be in the Upper Peninsula of Michigan, and a fall rally to take in the fall foliage is set for the Delaware Water Gap sometime in October. Other rallies for other parts of the country are in the planning stages.

For more info about Lost Highways, who we are and what we're up to, please send a self-addressed, stamped envelope to:

Lost Highways

P.O. Box 43737

615 Chestnut Street

Philadelphia, PA 19106

Please write **Rally Info!** on the envelope so we know to included that with the brochure.

Hi Ho and Happy Trails!

Todd & Kristin Kimmell

Philadelphia, Pennsylvania

Letters from Members are Very Welcome!

Transporter Words of Wisdom

"With the advent of spring upon us, I went out and played with my bus today. It seems that some days it looks so beautiful, and other days it just looks rusty. I have found the secret, and that is to look at your old bus in the glow of the porch light. The porch light smooths the metal and hides the rust. It also seems to make pitted chrome shine as new.

The porch light promotes dreams and smooths reality."

—Neil Pickett

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A Gearhead's View Under Your Valve Cover

By Bob Donalds

There is no substitute for experience so I thought I would share a few of those experiences which bring you up short, but, boy, do you learn. I have made most of the mistakes one can make under a valve cover and have reviewed the remains of other people's attempts there, too.

What is complex about the valve cover? You have the cover, the clips, some bolts and the gasket. Well, look again.

First, those oil leaks. I have made some expensive discoveries with the valve covers I have installed. One example comes from my racing days. I had put a valve cover on the Formula Vee engine after adjusting the valves before the race. I had done that many times before. No big deal? Not exactly. I found out the cover leaked as it was cornering very fast in the race. I did not see the leak but the car was smoking to beat the band. I lost the crank, the rods and the race. But gained the experience which has lasted 20 years.

Check your valve cover for leaks every time you reinstall it. Let it run and look to see that it is dry. This may take a few minutes for the oil to get up to the cylinder head and is well worth the wait.

Remember, when you are putting that cover back on, use a fresh gasket. I don't glue them so that I can get them off later. Try a new bail instead. Less than two dollars from the dealer.

Just because your heater box is wet does not mean your valve cover is leaking. Push rod tube gaskets leak and lower head studs pour oil out if not sealed with silicone (the non-corrosive kind). By the way, the 36 horse power lower nut had an "O" ring which seals the lower stud holes in the cylinder head.

After all that, you may find a valve cover is just too old and rusty. It might act more like a colander.

What about under that cover? Adjusting those valves must be the simple part, right? Not! You say they were just done and they sound like the hammers of hell. What gives? The first thing to consider is the oil temperature. Valve lash increases with temperature. Any time it goes over 200 degrees, the cylinder heads are overheating and that shows up as a loud valve train.

Perhaps the engine is not too hot but one or two valves are ticking away. Now, you readjusted them twice and now you are sure the valves are set. But you still get the noise. What to do? The valve is not adjusted to the clearance of the feeler gauge you've used. The gauge simply covered the dish in the end of the valve stem. The tip of the valve stem wears over time. Try

adjusting the valves by feel. The rocker needs to move about the thickness of a dollar bill.

There are two reasons to adjust the valves. One is performance and the second is valve temperature. When the valve is closed, sitting on the seat, it dissipates its heat to the seat. If it does not have a chance to do this, the heat travels down the valve stem and you not only lose the lubrication but wipe out the valve guide.

Also, repeated loss of valve clearance on an exhaust valve indicates stretching valve stems and it's time to replace them now.

Feel free to contact me if you have any questions.

Bob Donalds, aka Boston Bob, builds 'em the way they oughta be built. (508) 668-2676.



If you love Karmann Ghias and need help with finding parts & restoring your favorite car, join the KGCNA! We are a non-profit club for all KG owners and enthusiasts in the USA and Canada. With over 500 members, everyone benefits from our 16-page bi-monthly newsletter full of stories, resto articles, regalia items, ads, & KG meets nationwide. To join, send \$20 (payable to KGCNA) & owner info to: KGCNA Membership, 4200 Park Blvd, Ste 151, Oakland, CA 94602.

Stand By Your Van



Fred Garnes, Detroit Lakes, Minnesota
July 4, 1994

Welcome New Members!

- ***Sean Fraser**, Cary, North Carolina ('67 & '78 Westies)
Kenny Bryant, Holiday, Fla. ('64 Kombis, & '66 Kombi)
Eric Honkala, Somonauk, Illinois ('67 Microbus)
David E. Redding, Omaha, Nebraska ('62 Kombi)
Marvin E. Janes, Jemez Springs, N.M. ('67 Westy)
Dann Scott, Huntington Beach, California ('67 Kombi)
Mark Minor, St. Croix Falls, Wisconsin ('66 Camper)
Jacob Sayles, Bellingham, Washington ('68 Crew Cab)
V-Dub Heaven, Bell Gardens, California
Garrick B. Landsberg, Pontiac, Michigan ('59 Single Cab, '67 Microbus, '76 Camper)
Jerry Glawe, Rockford, Illinois
Manabu Suzuki, Mountain View, California ('60 23 window Deluxe)
David C. Nance, Waxahachie, Texas ('67 Westfalia)
Dan Felix, Napa, California ('58 Kombi, '63 Double Door Hippie Mobile, '66 21-window Deluxe)
Chris Lokan, Kirkland, Washington
***Mike Hornbecker**, Manhattan Beach, California ('50 Firetruck, '52 Deluxe, '58 Single Cab, and more)
***Jeff Keller**, Houston, Texas
Ernest Wade, El Paso, Texas ('67 Westy)
David Bryant, Las Cruces, New Mexico ('58 Deluxe)
Lee Herbert, Prescott, Arizona
Joe M. Sej, Burford, Ontario, Canada
Rusty & Anissa Balch, Gainesville, Georgia
***Tim Gartman**, Minneapolis, Minnesota ('56 Single Cab)
Melissa D. Sprint, Berryville, Virginia ('65 Camper & '65 Microbus)
***Rex Eastman**, Merced, California ('59 Crew Cab & '66 Panel w/20,000 miles)
Leif E. Rogers & Julie K. Axelberg, Tacoma, Wash.
Randy Overby, Benton Harbor, Michigan
Robert Walker Bowers, Dallas, Georgia ('59, '69, '72 and two '78 Campers)
Tony & Tish Holcombe, Valkaria, Florida ('67 Kombi)
Denny Colbert, Coal Valley, Illinois ('65 Single Cab, '66 21-window Deluxe)
Richard Allison, Carson City, Nevada ('57 23-window, '67 Westfalia)
Andrew Artz, Denver, Pennsylvania
Chris Elrick, Cambridge, Ontario, Canada ('74 & '76 Westy Campers)
Jeff & Janean Speicher, Eldora, Iowa ('67 Westy)
Lee Thomas Hedges, Karmann Ghia Club of North America, San Diego, California
David P. Nesbitt, Redondo Beach, California
James Adams, North Canton, Ohio
Gerald Gregory, Matthews, North Carolina ('64 Deluxe)
Kennard Spencer, Littleton, Massachusetts
***Jeff Buckmaster**, Kansas City, Missouri
Chuck Loversky, Grover Beach, California ('61 Double Cab, original owner)
Christopher Thomson, Jacksonville, Ark. ('67 Westfalia)
Bob Niles, San Clemente, Calif. (Looking for a Crew Cab)
Mark Lockwood, Stamford, Conn. ('57 Standard Micro)
- Darrell L. Hawkins**, Denver, Colorado ('61 Double Cab, '62 23-window Deluxe)
Jason Holland, London, Ontario, Canada ('71 Campmobile—desperate for rust-free pre-'68 Deluxe)
***Michael McClellan**, Campbell, California ('59 Double Door Panel)
Kyle C. Knox, Napa, California ('61 Deluxe, '63 Dormobile, '66 Westy)
Dick Dawson, Dallas, Texas ('72 Campmobile)
John A. Dale, San Diego, California
Joe Snow, Jr., New Milford, Connecticut ('67 Camper, '69 Kombi, '70 Camper)
Chris Branch, Albuquerque, New Mexico ('64 Transporter, '71 Westfalia)
Jonathan Grillo, Seal Beach, California
Tim Dolan, Bellingham, Washington ('60 Deluxe)
Chris Turner, Allentown, Pennsylvania ('79 Westfalia)
Doug & Janet Thompson, Napa, California ('67 21 window Deluxe)
Andrew J. Williams, Carmichael, California ('57 Microbus, '60 Crew Cab)
David J. Bebout, Houston, Texas
Mike Bradberry, Plant City, Florida ('63 Double-door Panel, '66 Kombi, '67 Kombi)
John J. Seymour, Dunedin, Florida ('66 Westfalia)
Tara Irvin, East Haddam, Conn. ('66 Non-sunroof Deluxe)
Ray & Lea Hale, Gainesville, Florida ('66 Kombi)
Kerry Hopkins, Albuquerque, N.M. ('67 Westfalia)
***Derek Westlund**, Tucson, Arizona ('61 Panel, '67 Hardtop Deluxe)
***Lewis F. Cole, Jr.**, Vineyard Haven, Mass. ('66 Camper)
Rob Chaunce, Vineyard Haven, Mass. ('65 Camper)
Aaron Chute, Kingwood, Texas ('75 Bus)
Mitchell Pautz, La Puente, Calif. ('66 Deluxe, non sunroof)
Joel Wege, Menasha, Wisconsin
Mario Vitale, St. Louis, Missouri ('65 Standard)
Dawn Smyth, Huntsville, Texas ('65 Camper)
Michael Alan Dunlap, Federal Way, Wash. ('65 Bus)
Mark & Desiree Winter, Marietta, Ga. ('76 Westfalia)
Scott Thigpen & Mary MacLellan, Valdosta, Georgia ('70 Camper)
Lee Dudley, Lilburn, Georgia ('70 Camper)
Charles Colton, Roswell, Georgia ('76 Camper)
Stephen E. Gaddis, Tallahassee, Florida ('66 21-window Deluxe)
Timothy D. Klopfenstein, Mobile, Alabama
Jules DeGiulio, Eugene, Oregon ('65 Double Cab)
***Paul Clancy**, Providence, R.I. ('65 21-window Deluxe, '67 Hardtop Deluxe)
Ken Nelson, Irvine, California
Mike Butler, Placerville, California
Dan McNabb, Satellite Beach, Florida ('61 Westfalia)
Alan Bulgrin, Dearborn, Michigan ('61 Westfalia)

(* = returning to NEATO after an absence—
Welcome Back!)



Falling Into a Dormobile

By Scott Stothers

My first exposure to these great campers was at the Vintage Meet in Seattle during 1983. Unbeknownst to the Crandall's I took in their Dormobile at the meet; in awe of the skypanes in the roof and the sunlight that lit up the interior that day. I also stumbled into another earlier version later in the '80s in Regina, Saskatchewan. It was a sorry sight with rust having an almost terminal hold and most of it's exterior pieces missing. It was for sale but was way too much work in my estimation, although some other VW fanatic may now have it on the road!

I came away from these two vehicles knowing that they were rare and very desirable. But the chances of finding one for my own use was slim indeed UNTIL the early summer of '93 rolled around . . .

My wife was attending a children's toy party one night that summer when she let it slip that her significant other had this

Westfalia restoration. He mentioned knowing a camper bus that was for sale on base that had been in storage for the last 10 years. By the end of the night I had subtly given him my 2 binder collection of "Old Bus Reviews" to read with a promise to go out and see this bus in the near future.

Chris phoned a couple of days after making arrangements to view the bus. It was apparently in good shape, complete with tent, and had all the same interior fittings as mine. However, the roof tilted to one side and had these huge skypanes in the roof!! No doubt . . . DORMOBILE!!!

This bus had two owners since new who were both in the Canadian Armed Forces. The 2nd owner had kept all the bills and maintenance records since he had bought it in the late '70s.

Because of this ownership the bus had travelled Europe, Canada and the USA in it's lifetime.

Chris took me out to eyeball the vehicle and sure enough



dreaded VW affliction. The hostess also fingered her husband as having the same problem and so it was I met my new VW friend, Chris Stumpf.

Just east of Brandon, Manitoba lies a Canadian military base which has been leased to the German artillery forces for field exercises for the last decade or more. Chris is the German translator on base as a civilian, but as he tells me carries a lot of the weight associated with the upper brass. Having had an old Beetle a few years back but now owning a '92 Eurovan GL he was interested in a VW project and most intrigued by my '67

it was a 1966 Sea blue/Cloud white Dormobile, Westfalia Wrk #5000, with the front bench seat (although leather Jaguar buckets were currently in residence). It was in fairly good condition with the motor operational although the whole vehicle was covered in dust from it's long-period of storage. It even had an original 1967 World Exposition decal in a side window for Montreal, Canada. This kind of intrigued me as this vehicle would have been there in 1967 at the same time I was, at eleven years old!!

Continued next page

The vehicle was for sale but was complicated by a) a separation situation, b) the husband being posted to Ottawa in a week, and c) the vehicle only having a permit to remain on base for a week and a half. If the vehicle remained past its due date it could be deemed derelict and the property of the Department of Defense (future firing range material and/or Leopard tank obstacle!).

Now that Chris had seen the amount of work on my '67 he started to get cold feet as a potential owner. Having spent a lot of \$\$ on my Westy I was not be able to do an about face and switch projects. The thought of two bus ownership was appealing but the economic reality was appalling to do it up right!

We also knew if another individual from Brandon did buy the bus, the odds of old bus knowledge and skill seemed slim. The thoughts of mice chewing thru the birch panelling of a derelict bus in the middle of a field at a future date were real. Chris and I decided right then and there to each pay half for the Dormobile. Our mission was to try and find a new owner to bring it back to life. We had it towed to Chris's residence and started the clean-up two days after it's stay on base had expired. All the inside cabinets were removed and cleaned of all their grime. The 8-track plus speakers and bad wiring were dropped into the bin. The coil was more permanently attached and the huge aftermarket throttle spring was replaced with the proper OEM equipment. Brakes were bled and master cylinder replaced but the brake pedal was still spongy although worked. The ignition switch was the locking variety and starting trouble hinted at a bad connection at the starter. New gas was poured in and a short road trip proved she could handle 50-60mph after her long storage stay.

I then made a couple of phone calls to the NEATO grapevine to see if anybody was interested. I did have a neighbor's nephew come by, but due to lack of mechanical knowledge he was gently dissuaded from the purchase. Another couple from Saskatchewan drove in and took a long hard look but decided against it. Having just completed a Ghia resto I presume they decided the timing was off and needed a break.

The next call was from Jeff Kotz of Cincinnati, Ohio, and a brief discussion was held on the merits of the bus. Pictures were sent and within a week and a half a deal was made. Jeff convinced his brother to come up on the quickie two-day trip promising scenery. His brother was somewhat disappointed at the flat prairies sometime before Minneapolis and I wondered if Jeff had sold him on a Rockie Mountain type holiday. He also enjoyed our mild infestation of mosquitoes that summer in Brandon while loading up. Once tightened down on the trailer, the Kotzs' and Dormobile headed south to a new home!!

Now, in hindsight, I would have loved to keep the Dormobile but that was not in the cards. The kids enjoyed it while it was "camped" in the driveway, playing hide and seek with toys in all its compartments. I also pulled out the bed late one night and lay on it, watching the trees near the driveway blowing in the wind thru the skypanes. Although I like my Westfalia this one variation, the Dormobile, definitely is in a class of its own!



NEATO STUFF

Literature

Volkswagen Transporter Workshop Manual, 1963-1967, Type 2, by Volkswagen United States. Newly republished by Robert Bentley, Inc. Reprint of original repair information for all Type 2 models sold in USA and Canada. Comprehensive illustrations and procedures for routine maintenance, troubleshooting, repair and rebuilding. 918 pages, with 1,450 figures, illustrations and diagrams. Softcover, 8-3/8" x 11". \$79.95, plus \$7. shipping/handling. (Canada airmail: add \$12; overseas airmail: add \$40—otherwise, Manual will be sent surface mail.)

VW Transporter/Bus 1949-1967, by Walter Zeichner (English translation of original book). Covers origin and development of VW Transporter, with technical information, contemporary advertisements, etc. Many photos, 11 pages in color. Hard cover, 10 1/2" x 7 5/8". 96 pages. \$19.95, plus \$3.55 post/handling. (Canada, add \$5.55 post/handling. Overseas, add \$14.05 post/handling. Sent airmail.)

Volkswagen Bus/Camper/Van, 1954-1967. Articles on Microbus, Camper, Station Wagon, Devon Caravette, and others. 100 pages. Soft cover. \$15.95, plus \$2.55 shipping. (Canada, add \$4.05 post/handling. Overseas, add \$8.05 post/handling. Sent airmail.)

"VW-Transporter": A recent reprint of the first bus brochure published in Germany in 1950. 9 pages of black & white photos of the earliest Type 2's. \$3 each, plus .75¢ post & handling. (Canada and overseas, add \$1 each.)

Other Stuff

NEATO window stickers—*No Splitty should be without one!* **One: \$1; Three: \$2; Five: \$3.** Please specify either Blue on White or Red on White (or a mix thereof).

NEATO T-Shirts—*Show your club colors!* "Ask Me About My Type 2" (Todd Schneider design) 100% cotton shirts with small NEATO logo on front, large graphic on back. They're neato-o! L, XL & XXL sizes available. \$10 each, plus \$2 post & handling. (Canada & overseas, add \$5 ea.)

Please make your check payable to **NEATO**, and in US funds, drawn on a US bank. Mail to:

NEATO STUFF
22 East Walnut Street
Westerville, OH 43081

The Treasure Bus

By Keith Price

Leave no stone unturned. Follow every lead. Call about every classified ad. Old Volkswagens can show up in the strangest places, containing even stranger cargo. So it was with our "Treasure Bus."

Last August, Barb and I took the kids away to the family cottage in our 1971 Westfalia Campmobile. While visiting Big Rapids, home of Ferris State University, we spotted home-made signs on every storefront reading:

ESTATE SALE

Household Items, Sporting Goods, Tools, VW Minivan

Drawn like an electromagnet to the given address, I visualized a sealing wax red and ivory 1959 Sunroof Deluxe with a complete interior, no rust, and a smooth running "bastard" motor.

In reality, it turned out to be a white 1967 Kombi with viscious rocker panel and cargo floor rust. Priced at \$500 the estate sale ringleader assured me that the bus would run but wouldn't idle. It had 12V electrics and an original governor on the throttle linkage. My ever present "Idiot Book" identified the engine case as a '66 1300. A quick half turn of the adjustment screw had the motor idling placidly. The clutch disengaged and the brake pedal was mushy firm. The bus featured a unique homemade wooden camper interior with several storage cabinets. In Kombi tradition, only the rearmost side windows were pop-outs. Also included were some beetle seats and a complete '60 36hp longblock, turning freely.



Thinking I could part this mess out for a small fortune, I offered \$100 to "get the monkey off their backs." A family conference ensued with much mumbling and hiss. We had a deal! After I removed the ghastly foam rubber mattress from the rear and scanned the cab for clues, I found a service logbook documenting everything from delivery at Tom Sullivan VW in March of '67, through a transmission fluid change in June of '93. Every valve adjustment, oil change, brake shoe and short block was noted in painstaking accuracy with dates and recorded mileage. The odometer admitted to 71K on it's second spin.

"It seems OK mechanically," I deadpanned to the family point person, a scowling woman about my age.

"My stepfather related to things, not people!" she sneered, handing me the endorsed, original owner A title.

Within 15 minutes I had checked the oil and fanbelt tension, topped off the fuel tank and inflated a low tire. We were cruising a steady 65 down US 131. The reduction boxes were quiet, the gas gauge worked and it ran like a train. Fuming, Barb had to break 70 mph in the '71 Westy to keep up with me.

Back at the cottage I began the arduous task of body rust assessment and inventory of contents. In addition to extreme frame cancer at the rear torsion bar mounting points, we found two ladies diamond rings, a mountain of costume jewelry, two 14k gold ladies dress watches, some very old silver dollars and several assorted foreign Coins. We also found several men's watches, lots of funky sunglasses, some tools, mosquito netting for two, some camping gear, and some slinky black lingerie with garter belts. Literature consisted of original owners and service manuals, county maps with trout streams marked with colored pencils, and the aforementioned service logbook.

Last October I brought the bus 170 miles home to Royal Oak. The only required fix has been a front brake line. My six-year-old son Hal and I painted the bus in a free-form sixties retro motif, using every spray can of Krylon, Rust-O-Leum, and BBQ paint I could find in the basement. The plan now is to get some U-channel welded to the frame rails as a band-aid fix. Then I'll drive it occasionally to the delight of my children, hit a few swap meets, and let it serve as a reminder to my neighbors not to take life so seriously.

Seek and ye shall find.

Keith Price is a free-lance bus artist in Royal Oak, Michigan. He enjoys trout fishing, hang gliding and discovering wonderful old VW buses.



Here's Freddy!

By Jerry Jess

Freddy the Fridolin finally lands! After traveling from Switzerland to Germany, then by ship to Los Angeles then to Phoenix, Freddy Type 147 Swiss Postal Van is now registered in Arizona.



Dual sliding cargo doors! Rear corner windows and a neat-o set of jail bars! Rust? You bet!

As I drove to the Licence Bureau with Melissa in the back-up car it was fun watching the road go by—while looking through the floor boards. There were actually pieces siliconed together!

There are so many people to thank: Greg DeBoer, Tom Brouillette, Johnny Salazar and the green-haired Tao.

Right now Freddy is at All-Bug Restorations being restored Joe Noozak. Joe is also producing fantastic custom built just-like-original Bus racks. They are perfect. Call him: (602) 997-7345.

Even though the Type 147 is not a Type 2, I really think the back end is a bus. According to my parts book there are a lot of bus parts on Freddy. Not many were made and I don't think many remain. This is my first ever real restoration, and he will be restored to a VW Small Service Van (Kleinlieferwagen).

But, as many know, I am an accessory nut. If someone has a pair of Foxcraft skirts for my Fridolin, let me know!



It's In the Cards

By Jerry Jess

These VW trading cards are the way to go. If you fall into the river and they are in your pocket—noooo problem! These babies are done in etched metal, and the quality, detail and workmanship is superb!

Shown here are the first five in a series of cards done by D.G. Enterprises. These metal etched cards are so neat-o I only wish I had thought of it. Give D.G. a call—(805) 945-5622—and be the first on your block with these metal etched cards. They are way cool up front, forward or backwards.

A permanent record of a terrific bus,
Made out of metal so never a muss.
If you want something VW and with little to pay,
Call up D.G. and brighten his day!



The Awakening and Deliverance Of a Cold-Weather Kombie Zombie

By John Lago

Part 3: Behind the Wheel and Warmed by Wood, Glass and Stainless Steel

In the last issue the Old Blue bummer was parked in Whitehorse on the north side of the Yukon River and was falling into a state of neglect and deterioration. The front end looked like the backstop in a shooting gallery, the battery was having a near-death experience, the license was heap-big overdue, and the little stove that boiled water for tea and soup, grilled meat, and kept ice cubes from forming in my bladder was ready to fold up from hard use. All those roaring fires, water spills, and jarring drives over roads apparently designed by chiropractors to rattle your vertebrae into misalignment had brought the cute and dangerous little stove near the end of its endurance. I wanted to believe it would take me through another winter but the rust, the pinholes, and the thermal warpage seemed to say, "Better get rid of it now before it gets rid of you."

Nelson's Hardware didn't have a replacement, so to bring my heating system up to speed (0-70 in five minutes or less), I decided to go prospecting.

Normally when you think of prospecting in the Yukon, you think of the gold fields up by Dawson City in the Klondike River valley.

Normally.

But the circuitry of the inside of the head of your average bus driver is blessed with such a distinct lack of normality that instead of driving north to go prospecting, I drove south. A little less than a week and a little more than 3300 miles later, I hit pay dirt. I found myself standing among literally acres of precious metal just beyond a sign that read "Block Iron Salvage Yard."

A visit to Block Iron Salvage Yard in Oshkosh, America, is like going to Metal Heaven without the pain of dying. It's a rare day when you can't find the exact material you need for a particular project. All day long cars and trucks are backing up to the edge of the pile with loads of metal like you would not believe. Some of it was heavy gauge sheet stainless. Ideal for a small stove. I tucked a few sheets under my arm and stopped at the scales on the way out. Ten cents a pound. I think I had about two bucks worth altogether.

At that time my dad had a little machine shop on the other side of town. It started out as a garage but there was a tight corner behind the house that kept catching the bumper on his Chevy so he gave up trying to snake his way around the corner and made the garage into a machine shop. He had everything in there—lathe, miller, band saw, welder, power hacksaw—everything. Plus he had hand tools up the ying-yang—including a bottle opener. I particularly remember the day him and me and another guy very carefully backed up to the garage in a truck carrying the lathe. The truck was a single-cab pickup, of all things. Red. I don't remember what year, but I do remember

that the lathe weighed about two pounds short of a ton, and with it sitting high on the bed of the pickup you wondered if the job of getting it down should be started with a prayer or a beer.

When I told my dad what I wanted to do with the stainless steel and that I wanted to do it in his shop, he thought it was the right idea but in the wrong vehicle. Whatna hell you wanna mess around with something like that for," he would say about my Bus, like we were McCoys and I was seeing some Hatfield girl who smoked and spit and couldn't even cook soup without first burning the water.

I would try to explain that when we talked about the Bus we were talking about more than mere transportation. "I can't put my finger on it," I would day, "but there's something about it."

"There's an odor about it," he would say. It's too slow, it looks funny, and you're always fixing it."

"It's evolving, I'd say. 'I'm not fixing it like you think. When I do stuff to it and it works out for the better, it's kind of like evolution. Really. You can feel it happening.'"

Me talking like that got to be too much for the Olde Swede. He was an Old Country precision machinist who dealt with tiny micrometer tolerances and had spent his whole life making and repairing machinery so that other people could either make money from it or blissfully take it for granted.

Any talk about a symbiotic relationship between man and machine would have his eyes rolling upward. When they stopped rolling and came back to my bus, he said, "Boy, if shit had another name. . ."

I knew he was half kidding but I had to have the last word. "You get done what you gotta do here, and I'll get done what I gotta do, and then let's take a ride."

Replacing the windows and front-end glass was nothing back then. You have to remember that in the sixties every third car on the road was a VW, and a lot of the VWs were buses. And taking it one step further, a lot of those buses were being junked out. Why? The speed limit back then was 63 so that meant everybody drove 75, and wanted to drive 80—including a lot of bus drivers. But, as we all know without being told, the top speed for a bus with a stock 1200 engine was 59 m.p.h.. Most bus drivers never got used to that built-in limitation, so instead of driving a sensible 50, they drove with the accelerator against the floor mat until the heads melted. Then they'd throw in another engine which would get the same treatment and suffer the same fate, and then they'd get disgusted with the whole process and haul the bus off to the boneyard.

So parts were cheap. You could get a pair of windshields for ten bucks. I think I got all the glass I needed to fix up the front end for less than twenty dollars.

The stove was no big deal either. Only four pieces. The top was a single piece, the front and the back were each a single piece, and for the bottom and the sides I bent another piece in

a u-shape so that, the whole works could be bolted together to form a rectangular box about 8 inches wide, 12 inches high and 12 inches deep. Naturally the top near the back had a hole cut and a collar attached to accommodate a stack pipe, and the front had a 4 by 6 inch hole cut for the door. And it wasn't just your ordinary garden variety of door, either. No, this here was one of them there glass doors. Pyrex at first, but that broke from the heat so I got something a little tougher called neo-ceram.

Remember in the first installment where the side window behind the driver's seat was removed to accept a piece of plywood so the stack could be vented through a hole in the plywood? I pushed that plywood out and put the window back in. Instead of venting the stack out the side, I cut a hole in the roof, installed a collar to keep the weather out, and vented the stack straight up. And to top it off, the stack was made extensible. That is, you could have the cap of the smokestack pulled down flush with the collar on the roof—when the fire was out—or else you could flip a lever inside the bus and the top section of the stack would rise 6 inches above the roof line.

Anyhow, when the Olde Swede and I both had our work done and left in the Bus for a tour of the deep woods and lake country of northern Wisconsin, I had a secret agenda in mind. Sure, we were going on a camping trip for about a week, and we were destined for a good time, but beyond that I wanted to make a convert out of him. With the Old Blue Bummer's new stainless steel heart, and with its budding reputation for raising the commonplace to the noteworthy, my aim was to rid him of all his preconception. In his eyes the Bus was hardly more than a slightly mobile arrangement of scrap iron, but that was because he was always on the outside looking in. I figured if I got him out of his machine shop for a while, and got him to think in terms of hundreds of possibilities instead of merely thousandths of an inch, maybe—just maybe he'd be able to look at the Bus without saying things like "No wonder the Germans lost the war."

But for a guy with an agenda, I was off to a bad start. Traffic on Highway 45 going north out of Oshkosh was heavy, and cars and trucks were passing us at every advantage. When there wasn't an advantage they would back up into infinity and serenade us with their horns. Trying to some of the tension out

of the situation, I said, "I don't see why anybody would want to go faster than 50 miles per hour."

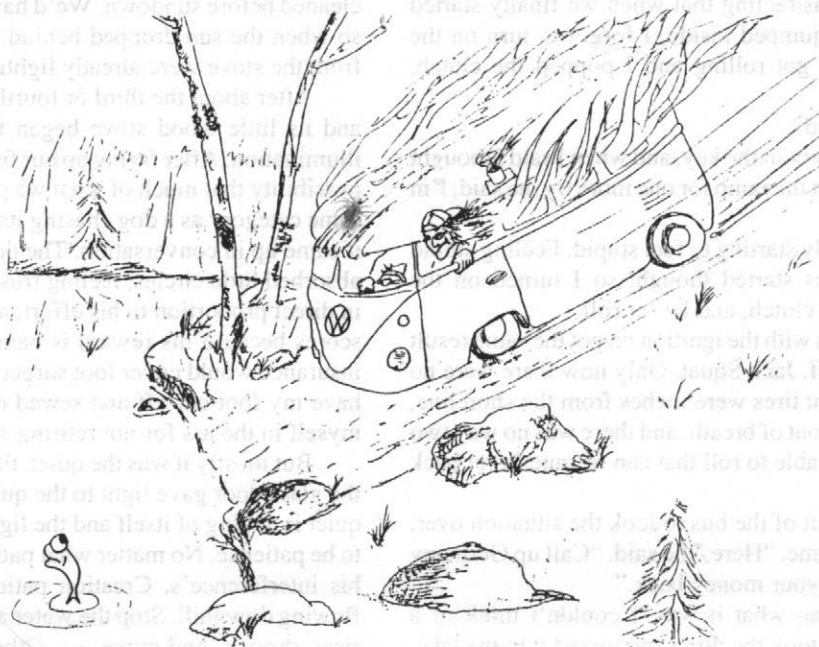
"Well," my dad said, turning around slowly in his seat for effect. "I can see about, 30 of 'em right now who would rather go faster than 50, and if you hand me those binoculars I could probably see 150 more."

If anybody would have been with us at the time, they would have seen that this was all a game. It was my end of the game to actually prove to him that the old tin sloth was more than a traveling roadblock, and it was, his end of the game to make me work for it.

My part got easier once we moved into northern Wisconsin. It was all back roads up there with little or no traffic. I slowed way down, if that could be the term for it, and we puttered along in 3rd up and down and around the rolling hills and woods that were in full fall color. Neither one of us was saying much by then because the scenery had a hold on our attention, but when it got dark we went over the map and picked

out a camping spot by a small lake.

Ever since we'd left the main highway the mood had been changing in favor of the Old Blue Bummer, but once we set up the interior from driving position to camping arrangement, the situation was all melody and harmony. Everything we did was melody and everything the bus provided was harmony. The stove was at the center of the composition. We were sitting facing each other across the table and the stove was to our side, the heat taking the chill out of the Fall air, and



When using an alternative source of heat for a Bus, it is recommended that one be familiar with and know the exact location of the nearest fire extinguisher

the flicker of the flames through the glass giving off an additional but more abstract form of warmth. We grilled steaks by cutting them in pieces and holding them inside the stove on kabobs, while letting the beer cool outside. When vanity gets to be the main theme of the program and real life becomes the commercials, the scene that night will sell a lot of popcorn.

In the morning we fired up the stove again and used it to bring the temperature into the comfort zone and to fry up a big bacon and eggs breakfast. Coffee too. Outside, the whole world was dripping. We wanted to go fishing after breakfast, but rain during the night had the woods too wet for walking and not quite wet enough for swimming, so we decided to drive west in search of drier territory.

Kombie Zombie continued next page

Only the bus wouldn't start. I spun the motor over and over and never even got a cough or a sputter.

"It always starts," I said "and tried it a few more times. Nothing, except the sound of the battery getting tired.

"Now what," my dad said. "Let's push the bus over there." I pointed to a boat launch leading down to the lake.

My dad just looked at me.

"No really," I said. "We'll push it over there, get it rolling down the hill, and then I'll pop the clutch."

"It's going to go right in the lake," he said.

"No it's not. I've done this before. Popping the clutch gets the motor turning faster than with the starter. It works every time."

While we were pushing the old crowbait into position, we were also having an argument. He insisted we were going to deep-six the bus and be stuck out in the middle of nowhere. I was just as strong in my belief that we were doing the right thing. In fact the argument got so distracting that when we finally started down the incline and jumped inside, I forgot to turn on the ignition. So when we got rolling and I popped the clutch, nothing happened.

"I knew it," he said.

When I explained about the key, and when I said I thought we had room enough on the ramp for one more try, he said, "I'm getting out."

By then I was really starting to feel stupid. Feeling stupid wasn't getting the Bus started though, so I turned on the ignition, shoved in the clutch, and let 'er roll.

Popping the clutch with the ignition on got the same result as popping it with it off. Jack Squat. Only now there were no more options. The front tires were inches from the shoreline, the battery was almost out of breath, and there was no way two guys were going to be able to roll that can of sauerkraut back up the ramp.

When I stepped out of the bus to look the situation over, my dad handed me a dime. "Here," he said. "Call up Germany and tell 'em you want your money back."

The situation being what it was, I couldn't think of a snappy comeback so I took the dime and tossed it in the lake.

"It's starting to rain again," my dad said.

Suddenly I had the answer. The rain. It was the rain. I opened the engine lid and started pulling off the spark plug wires.

"Are you going to throw them in the lake too?" my dad said.

"I might as well," I said, suddenly excited. "Look at 'em. They're soaked." They were. Just like the woods and the very air itself, everything inside the motor compartment was wet. "It's shorting out," I said. "We'll dry these off by the stove, and then we'll be on our way."

"Well," he said, resisting the urge to be openly skeptical, "if you're so sure, then we might as well celebrate right now," and pulled the tabs off two cans of beer.

As luck would have it, wetness was the problem. With dry wires and distributor cap the engine responded instantly, weak battery and all, and we backed up the ramp laughing like a couple of hyenas sharing a warthog joke.

We'd planned on spending a week in the north country, but at the end of eight days the Olde Swede said, "I better call your mother and tell her we'll be a few days late. These vans are so slow you need at least ten days to make a week."

When you thought about it, there was a relationship between the Bus and time. Although it was slow in miles per hour, it was quick with the flow of events. One of life's neat little ironies is the ability of time to assume length or brevity according to the value of experience. Hate an event and the clock holds still. Spend a day puttering around in the wildersticks dropping worms on hooks behind rocks in streams and hauling out trout and bass and time all but slam-dunks the sun on the western horizon.

Clear September nights in the North Woods almost always brought frost. With the bus, frost was our ally. low temperatures cleared the woods of bugs, and cleared the way for cozy and leisurely evenings next to the fire. It was our habit to park for the night by lakes or streams and have the day's catch cleaned before sundown. We'd have firewood cut by then too, so when the sun dropped behind the tree line yellow flames from the stove were already lighting up our campsite.

After about the third or fourth night out, the old tin hotel and its little wood stove began to provide another kind of illumination. After frying up our fish dinners, it put light on the possibility that much of what we pursue as important is in the same category as a dog chasing its tail. We had to laugh when it came up in conversation. The poor pup runs around in self-absorbed little circles, feeling frustrated that his prize recedes in direct proportion to his effort, and then feels betrayed if he scores because his reward is pain. "I wonder if my medical insurance would cover foot surgery," my dad said. "I'd like to have my foot cut off and sewed on backwards so I can kick myself in the ass for not retiring sooner."

But mostly it was the quiet. the flames flickering through the glass door gave light to the quiet. In the North Woods the quiet is a thing of itself and the light of a fire reveals the quiet to be patience. No matter what pathologies man commits with his interference's, Creation patiently moves on like water flowing downhill. Stop the water at any stage of its flow and it rises, drowns, and moves on. Other civilizations didn't know that at the time, but we do now; and we don't know it about our time, but others will, later.

Our last night out we pulled off a logging road, drove the bus about a hundred yards through the woods and parked under some pines next to a river. We had with us a pail of crawfish we caught earlier in a rocky stream. Sometimes they're known as crayfish or crawdads, but cooked up like shrimp there's another word for them. Delicious. We got a big pan of water boiling on the stove, dumped the little devils into the water along with some dill and salt, and let them cook for five minutes. After cooling outside for a half hour they were ready to eat. Time, as usual, was in overdrive. While we were shucking the sumptuous little critters out of their shells, and while the glow from the fire lit up the inside of our little riverside condo, my dad began to narrate the status of crawfish in Sweden. The Swedes had a regular season on them over there, he said, with bag limits, size limits, and all the rest. He

Kombie Zombie continued next page

Kombie Zombie continued. . .

made crawfish sound like a national treasure, and by their taste you didn't wonder why. Some of what he said I'd heard before, but one thing I didn't hear before was, "You know, I think I've enjoyed this trip even more than my trip back home to Sweden.

Now that I was not expecting. That kind of flattery was almost embarrassing, since his Swedish trip a few years back was the benchmark against which all other experience was compared. (But then again, we're talking about a guy who, coincidentally, was born the same year as Ben Pon.) Even at that, before I assigned too much meaning to his announcement, I had to remind myself that some of it might have been the liquor talking because we were sharing a pint of Aristocrat at the time and not long after he uttered those words he excused himself, stepped outside, and puked.

I don't know if you've noticed it or not, but during the last two paragraphs I've been having to endure the stares of the Ink Police. This happens to people who have no talent for brevity. The Ink Police show up, do a word count, and then order you off to your room. My plan was to include in this article such stove-related stuff as *The Double-Walled Stack and Fan*, *Sketches and Photos*, *The Explosion*, and *The Great Anti-American Smokeout*, but now that the Ink Police are here to do their word count I've been shamed into putting all that off till later. Since what's to come is just going to be a conclusion of this article and doesn't really deserve a separate name, let's call it "Und So Weiter" which, in the land where our buses come from, means "And So Forth."



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THE 5TH AMENDMENT

BY RUSTY VAN BONDO
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ESSENTIAL CUSTOM VW BUS TIPS

- I KNOW MORE THAN YOU.
- I'VE BEEN THERE.
- I'VE DONE THAT.
- YOU WANT IT.
- I'VE ALREADY OWNED IT!

TIP 1 CUT THOSE WHEEL WELLS FOR BAJA TIRES

SEEK OUT OLDER BUSES. YOU DON'T WANT TO MESS UP THE NEW ONES!

TIP 2 ECONO ENGINE REBUILDING... MAKE SURE TO LEAVE OUT THE UNNECESSARY STUFF!

THOSE SILLY GUYS AT VW REALLY DIDN'T KNOW IT ALL... JUST DO WHAT YOU THINK IS BEST!!

TIP 3 STEREO HI-FI INSTALL... COLD CHISELS ARE WAY COOL!

TIP 4 TAIL LIGHT UP DATE... RUSTY HAS SEEN SOME GOOD ONES!

TRAILER LIGHT 1
TRAILER LIGHT 2
1965 FORD GALAXY 500 (COMPLETE WITH FISH SMOEL)

WHEN REPLACING THOSE WORTHLESS '51-'57 TAILLIGHTS-SEND THEM TO: SWAT NEWS % "EDITOR".

TIP 5 BODY AND PAINT BASICS... (LATEX AND RUST ARE OUR FRIENDS)

A WHO CARES IF YOUR BUS LOOKS LIKE A SUNKEN SHIP WRECK?

B WHY SPEND THOUSANDS! ON PAINT AND BODY!! 10 ITEMS MAKE A NICE VAN. LATEX PAINT, A ROLLER, 1 GALLON OF BONDO, SPATULA, AND A SIX PACK.

C WHO CARES IF IT HAS MORE RUST THAN A SCIENCE EXPERIMENT... IT'S A 23 WINDOW!!

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"NOS" means New Old Stock, new parts manufactured or distributed by Volkswagen.

"OEM" means Original Equipment Manufacturer.

For Sale: '53 Barndoor Deluxe, sunroof. Needs restoration, many new parts, \$3500. Bob, (518) 861-6282. New York.

For Sale: '54 Deluxe 23-window sunroof, all orig. paint, glass, trim, trans., shocks. All metal work has been done, needs to be gone through mechanically. \$7900. Neg. w/ or w/o extra parts, 16" wheels, etc. Trades considered. Mark, (415) 331-1356. Calif.

For Sale: '54 Kombi, very dry, no rust. In storage since 1966. Brought back to life, all new brake lines, brakes. Registered black plate Calif. car, daily driver, never cut on. All orig. parts incl. seats. \$5000. Mark, (415) 331-1356. California.

For Sale: '55 Standard, green on green, no bumpers, no seats. Very dry, black plate Calif. reg. car. \$950. Mark, (415) 331-1356. Calif.

For Sale (2 Vehicles): '57 *Microbus*, needs motor, \$1100 obo. '61 *Kombi*, walk-through, has good running 1600 cc motor, \$1500, obo. Andrew, (916) 4482-2059. Carmichael, Calif.

For Sale: '58 Binz Crew Cab w/factory vents next to back window, missing gates, has motor and trans. In rough shape. Have pictures for serious buyers. \$1500. Todd Williams, (904) 336-4889, FL.

For Sale: '59 23-window. Runs, drives. Partially restored. Straight, some rust, no middle or rear seat. Nice front bench. Gas heater. 36hp motor. Current title. \$4000 firm. Rex Eastman, (209) 384-1910, CA.

For Sale: '59 Standard, hippie bus, painted in 40 colors. 1600 dp, 12 volt, new brakes, 53K orig. miles. Would like to trade (or sell) for 21- or 23-window. Jaymi, (615) 399-1804. Nashville, Tenn.

For Sale: '60 Double Cab, ruby red, extremely straight & orig w/ minor ext. panel rust. . . but, an over zealous farmer liberated it of its' wheel wells. \$3500. Could incl. hoop set-up. Call for photos. Mark @ The Bus Barn, (505) 869-8149. New Mexico.

For Sale: '61 Kombi. \$4600. Show winner/daily driver. 16K miles after restoration. 6 volt elec, including AM radio. 40hp engine, stock except for big bore pistons. Dennis, (214) 736-3081, TX.

For Sale (5 Vehicles & Parts): '61 *Deluxe*, \$150. 2 '63 *Kombis*, \$250 each or \$400 for both. '71 *Kombi*, \$200. All have been used for parts but plenty of good parts left! '60 *American camper conversion*, nice body, top has some wrinkles, front seat redone, original camping gear gone, some early Westfalia pieces, no motor, \$1000. Harold, 1080 E. Jones Creek Rd., Grants Pass, OR 97526. (503) 471-2186

For Sale: '62 Crew Cab. Passenger roof damage. Restore/part out. Good paper. No motor, some rust. \$650 OBO. Mark Waterman, (707) 648-1839, Calif.

For Sale: '63 Single Cab w/dual storage doors. Never hit in front. Clean body & grey cab panels, needs gates. Not running. \$1100. Also loads of pre-'68 parts. Call for free list. Dane, (915) 855-9706.

For Sale: '64 21-window *Deluxe*, with everything: rebuilt 1600, rebuilt trans (with slight howl), middle seat with hand rails, rear seat with overload rails. Very minimal rust. Been repainted original blue & white. Drive it anywhere—ready to go. Owned by English Lit. prof. last 20 years. \$6500 firm. David, (503) 375-3789. Salem, Oregon.

For Sale: '64 Single Cab. 1641 with dual Kadrons, 12v, new brakes, straight and solid. \$3000. Randy, (513) 922-6213, OH.

For Sale: '64 Hardtop *Deluxe*, 78K miles, orig. motor. Very little rust. New paint, new Michelins, runs great. \$6000 obo. Scott Redpath, (410) 544-3124. Maryland. Bus can be delivered to west coast.

For Sale: '65 21-window, 99% complete. Needs rear window jail bars. Little rust, complete nice interior, new sunroof, mech. exc, easy restoration. \$5000. Would prefer to trade for '61 or earlier camper, but will consider nice camper up to '67. Sean, (919) 481-3713. NC.

For Sale (4 Vehicles, Parts/Lit): '65 *Double Cab*, '60 *VW Convertible*, *BSA Starfire 250*, *BMW R-27*. NOS Beetle package tray. Various VW blue binder manuals. (603) 742-7725, eves. 'til 9 PM EST. NH.

For Sale: '66 Standard w/new DP 1600, clutch, brakes. Gd. restorable body w/little rust. \$750 firm. Mike Todd, (404) 921-0046, GA.

For Sale: '66 21-window sunroof. Restored to original condition. Very clean. Rebuilt 1500. White & dark red. Nine seater w/Safari windows. \$12,000. Paul, (510) 793-7876, Newark, CA.

For Sale: '66 Kombi. Has been media blasted, ready for paint & body work. Have all glass except windshields. Mostly complete, 1200 obo, or trades. Mike Bradberry, (813) 754-1493. Plant City, Fla.

For Sale: '66 Sunroof *Deluxe*, blue/white, walk-thru, gas heater, middle seat, new pistons/cylrs. \$2500. John, (212) 460-8261. NY.

For Sale: '66 Westfalia, SO 44, Dormobile Camper. Both options avail. in Germany & Canada, but not USA. A rare one. Southern car, very clean body, everything in great shape, in barn 15 yrs. Needs resto. Todd, (419) 531-2954.

For Sale: '67 Westfalia Camper, mint original condition, all options. 60K miles. \$8,500 OBO. Jason, (970) 498-0552, CO.

For Sale: '67 Westfalia pop-top camper, white, walk-through. Rust on rockers and front floors. The bus is beautiful and original (83,000 miles) otherwise. Totally complete including excellent side tent and wood slat roof rack w/ladder. Very straight. Not running, \$3500 obo. Kent, (314) 458-0281. Missouri

For Sale: '67 Deluxe, walk-through. Old friend needs good home. '68 front axle, new cylinders and hoses. Hurst shifter (stock available). '74 1600cc engine with alternator, 009 distributor. Body good, undercoated with Rustoleum by original owner, rocker panels need replacement. Needs window rubber. Stock upholstery, very good condition. Stock trans, no leaks. Includes extra '74 engine block, partially disassembled. Parked 3 years. \$2000 FIRM. Certified checks only. You provide transportation. Polaroids available. Greg Bowers, 711 Virginia Ave., Apt. B, Fairmont, WV 26554. (304) 363-2387.

For Sale: '68 Dormobile/Westfalia, running/driving. European car, have history. \$2500. Clay @ Das Bulli Haus, (203) 642-7242. Conn.

For Sale: '68 Crew Cab. Runs well, stock mech., some typical rust. Well loved. To good home only! \$2500 OBO. To see: Richard Sayles, (360) 673-3023. For info: Jacob Sayles, (360) 650-2166, WA.

For Sale: '70 VW Camper, Pop Top, new shocks, registered & driven until March 1995. Needs engine. \$700. Joe, (203) 354-8670, CT.

For Sale (2 Vehicles): '70 Westfalia, no motor, exc. body & int. Spare orig. int. \$2000. '81 factory sunroof 7-pass. van, needs TLC, motor runs great, \$1500. Prices in Canadian dollars. (519) 432-4958. Ontario, Canada.

For Sale: '72 Westfalia, 2nd owner, all orig. paperwork w/original window sticker, rare parcel try, chassis bolted tow hitch, etc. Recreational use only, monthly camping trips. Great cond. w/normal wear 7 Year. Well maintained w/records, rebuilt engine & carbs, new tires. \$2500. Dawn Smyth, (409) 291-9287. Huntsville, Texas

For Sale: '79 Kombi w/foldout bed & closet from '71 Westfalia. 150K miles, runs well, minor rust. Will deliver, \$1600. Also: complete AC system \$100, nice working 3-1/2" VDO clock (make offer), 2000cc square port exhaust manifold \$40, and crossover pipe for California exhaust layout \$60. Niels, (817) 457-5108.

For Sale: '66 Squareback sunroof. Rebuilt motor with 30 miles. Nice Calif. car. No rust, new tires & chrome wheels & caps. New carpet kit & seat covers. New front & rear window seals. New sunroof cables. Car is complete & needs outside paint only. \$2500. Danny, (909) 888-3993 eves. (909) 880-0773 days.

For Sale: '67 Notchback. Stock, runs great, roof rack, extras! Just bought it, hate to see it go. To good home only! \$2200 OBO. Jacob Sayles, (360) 650-2166, WA.

For Sale: '71 Type 3 Fastback. 33,500 original miles, automatic, orig. paint, no rust. \$4,500 or trade for other VW. Jim, (205) 995-2387, AL.

For Sale: '71 Karmann Ghia. 37K original miles, all original interior. New motor with 250 miles. Car is repainted outside, only color is white. Nice Calif. car, no rust. Needs a real nice paint job to be a nice show car. Paint is nice but not show condition. \$4500. Danny (909) 888-3992 eves. (909) 880-0773 days.

For Sale: Parting out '66 Kombi. Transaxle, rear cargo hatch, passenger side door, front floor mat, etc. Also '67 Westy rear cargo hatch and lots of random parts. Dave, (802) 763-8450, VT.

For Sale or Trade: '67 non-sunroof Deluxe bus parts. Mostly large parts & glass remain. I need parts for my '65 Deluxe sunroof bus. Also Type III heat exchangers (1 NOS, 1 rebuilt to near new). Paul Bucco Jr., (908) 341-2348, NJ.

For Sale: 1776 Berg equipped full flow filter and HD oil pump, Berg CWC 69mm crank, Berg 300 cam and MoFoCo lifters, complete long block, \$3000. My original 40hp new factory pistons and cylinders, 12V alternator, complete valve job, \$800. Two rebuilt heads, single port, new valves and guides, \$150. Chuck Loversky, 942 Newport, Grover Beach, CA, 93433. (805) 481-6003.

For Sale: Chrome-head door-panel clips, NOS, box of 50, \$10 incl. postage. Ian Brown, 2238 SE Ankeny, Portland, OR 97214.

For Sale: NOS parts: 211.8—136A front bumper brackets. 241.857.501 inside. 70 MPH speedos, \$100 ea. 211.837.792 vent locks, 2 screws to base track, \$40 ea. Turn signal switches, various years, \$75 ea. SWF wiper arms, silver or black, \$25/pr. Air cleaners 211.129.613B, 261.129.613C&D, \$75/ea. Deluxe 18pc air vent molding, \$200. Hand straps, early Deluxe 241.857.613A, \$25. Door handles 211.837.206, \$75. Brake cylinder (German) 070&069, \$40. Brake linings: 113, 112, 111, 071A, \$15/box. Early clutch cables, heater, accel. VW keys w/tumblers, \$440/set. Yellow Hella bullet lens, \$80/pr. '68-'71 front turn signals, \$80/pr. Mirror '50s early '60s, \$50. L-handle 221.841.631. Water pump 231.067.311. Early 2/3 roof rack, \$350. Used: Barndoor fluted headlights w/NOS lenses, \$300/pr. B-door speedo pod w/mint speedo, \$350. Joe, (516) 221-4083, NY.

For Sale: '67 Deluxe parts. Pop-out windows, some interior panels, gauges (no clock), knobs, beltline, handles, many parts. '62 Deluxe parts: sunroof mechanism and some miscellaneous parts. Complete set of louvered Westy windows and '67 Type 2 transmission, good. Lots of Notchback parts. For info and fair prices call Justin, (404) 607-7029, GA.

Beta Testers Wanted: Your Mama's Bra Company is looking for a few good Type 2 owners to test a new product. Send self-addressed stamped envelope to: **Your Mama's Bra Company**; 7012 - 22nd Avenue, NW; Seattle, WA 98117-5625.

Deluxe Microbus Plastic Beading: Red, dark (velvet) green, light (turquoise) green, blue & black. Reproduced exactly as original to fit in beltline moulding. Send \$25 check for 50 feet to: Craig Seabrook; 14444 Watt Road; Novelty, OH 44072. (216) 338-5950.

For Sale: Parts: All new rear bumper splash guards that fit between bumper and body, \$55/pair. '62 engine carb & air intake, \$40. Pick up transmission, \$125 with boxes. Cargo doors, \$20 each. Arm rest for interior Deluxe, tan in color, \$35 each. Interior panels, '65 salt & pepper. 14" beauty rings, \$10 each. Any interior switch for '60-'67, call. Any panel cut off my collection of buses. Call with your needs. 4:00pm-9:30pm weekdays, 10:00am-10:00pm weekends. Darrel or Natalie, (910) 349-8562, NC.

For Sale: Services Diversified, a VW/Porsche restoration shop, garage and salvage yard. Approx. 2 1/2 acres fenced in, zoned shop. 50' x 80', 2 hoists, paint booth, paint mixing room, office, engine building room, large show room, bathroom, storage upstairs. Approx. 150 cars, 6 school buses full of used parts, Type 1, 2, 3. Can gross over \$200,000, asking \$168,000. Bank financing avail., 25% down or cash. Large new parts inventory, shop equipment. Owner retiring, in business since 1975. Ron Blattel, (515) 487-7629. Zeoring, Iowa.

FREE VW Locator Service: We will find a buyer or sell your bus for **FREE**. Melissa & Jerry Jess; 3121 East Yucca St.; Phoenix, AZ 85028. (602) 867-7672.

The Swap Area continued next page

For Sale: Large inventory of used and NOS '67 and earlier Bus parts. The Bus Stop; Charlie Hamill; P.O. Box 755, Westminster, CA 92683. (714) 892-5293 (3-9 PM Pacific Time).

Free: Advice on rust repair. I'm repairing all Volkswagen's floor pans, jack supports, fender wells, front & rear aprons, heater channels, door sills, window openings, wheel openings, inner rocker panels, outer rocker panels, frame rail sections, supports under floor, truck flooring. All types of repair! Rust repair panels made for all Volkswagens-Types 1,2,3,4. Sections of panels also made. Anthony Gelato, after 5:30 p.m. EST, (201) 347-4081, 10 Chamberlain Ave., Budd Lake, NJ 07828.

For Sale: Complete sink from '70 Westy. Pop-up top from '73 Westy. Call Frances or Duane, (817) 267-6905, TX.

For Sale: 4 NOS Grey primed hubcaps, \$80. John, (203) 250-9119, CT.

For Sale: Parting out '73 Karmann Ghia. Many good body & int. parts. Sean, (919) 481-3713. NC.

Free: Orphan Newsletter—What if they started a newsletter and nobody subscribed? For your free copy of the one and only AdMotion newsletter (aka Steve Mierz's Folly), please send a large SASE (w/ \$.32 postage affixed) to Steve Mierz, P.O. Box 3353, Stony Creek, CT 06405.

For Sale: Pop top cutout of '67 Westfalia. No canvas. In good condition. \$125. Have other miscellaneous parts for sale or to trade. Call Sean, (919) 481-3713, NC.

For Sale: Parts: Original set of '59 Crew Cab hoops and good original canvas cover, not perfect, but good. Still fits great, \$1000. Also, nice original reproduction canvas to fit original hoops. 1-crew, 1-single. Original natural color 8oz duck, grommets installed, \$450. '65 Austrian Highroof clip, from bellyband upward, includes all doors, good condition, \$1000. Many rust-free early doors, single cab gates, ok shape, mid 60's, \$300. Orig. NOS owners manual, early '60s, perfect, \$30. Original dealership style blue coveralls that say VW Service on back, nice, \$20. Rex, (209) 384-1919, CA.

For Sale: Many different parts for many different years. Call for specifics. (703) 955-3766, VA.

For Sale: Portawall Whitewalls-add these to your existing tires for instant wide whitewalls. Easy installation. Specify 14" or 15" rims. \$45 for set of 4. Postpaid. Melissa Jess, 3121 E. Yucca St., Phoenix, AZ, (602) 867-7672 phone/FAX.

For Sale: Type 2 Split window bus parts: Deluxe beltline, \$50. Walk-through Driver's seat, \$45. Roof rack, \$65. Deluxe front bumper, \$45. 6 volt clock, \$25. Front brake drums (complete), \$60. Windshield washer reservoir, \$45. Side doors (pair), \$75. Re-built master cylinder, \$20. Prison bars, \$45. 6 volt re-built generator, \$50. '65 speedo, \$5. '65 blinker switch, \$10. Dome lights (complete), \$5. Rearview mirror, \$10. Radio cover plate, \$5. Tail lights (complete), \$20. Front turn signal light, \$20. All glass, \$20. Side window latches, \$5. Inside door handles, \$5. Front window latches, \$10. Jack, \$25. 15" wheel, \$20. '73 Type 1 Motor, running, \$250. 6 volt wiper motor and mechanism, \$45. Pair of headlights (complete), \$30. Four 14" wheels, \$20 each. 40hp motor, \$100. Front splash pan, \$25. Paul Goldzung, 5015 Pleasant Hill Road, Athens, OH 45701. (614) 592-4953.

For Sale: Parts: Lots of pre-'68 parts. Call for free list. Dave, (915) 855-9706, TX.

For Sale: '65 Bug motor, '72 Bug tranny, '71 & '72 camper gear, '66 Bug parts, '72 Bug parts. Bug pop-out rear quarter windows. '63 Bus corner & sun windows. '67 sun windows. From '60-'67 Buses: window latches, rear hatch glass, door handles, wiper arms, arm rests, belt line trim (full set or one piece), grab handles, etc. Middle, 3-person seat w/folding back for '71 Bus. Tom, (603) 753-4912. New Hampshire.

For Sale: Some salt & pepper/gray interior panels from a '66 Standard, O.K. to real good cond. Oval '61 Beetle taillight, passenger side, perfect glass, complete even w/rubber, real nice. Will trade for '61 Deluxe bus parts or cash. See my "Wanted" ad. Todd Schneider, 9551 Southbeach Drive, Apt. N, Bainbridge, Island, WA 98110. (206) 842-0162.

For Sale: New bumpers: '59-'67 front, early '60s rear; NOS Euro headlight lenses; steering knuckle assys (king-pin complete); NOS front axle assy (complete with drums) for early bubble bus, will fit '60s splitties; roof racks ('50-'79 Type II); lots of parts and literature. John's Car Corner, Rt. 5, Westminster, VT 05158. (802) 722-3180.

For Sale: Parts: Lots of NOS parts for 36hp bugs, buses and Ghia. 25hp missing air cleaner but complete, running, \$1300. Call and I will send list of parts. A real clean Westfalia early tent too! Todd Williams, (904) 336-4889, FL.

For Sale: Pair '55 & earlier T1 door handles/no key, good, \$35. '65 Volume 1&2 T1 Workshop Manuals, \$90. Rare T4 Parts Manual, \$10. '60 rear T2 exhaust apron, good used, \$40. '69 Workshop Manual series, \$45. '58 T2 sales brochures, matched set, 1 large, 1 small format, excellent, \$90. Prices do not include shipping. Scott Strothers, General Delivery, Beausejour, Manitoba R0E0C0, Canada. (204) 268-4471.

For Sale: Big window bus hammock poles only. Steve Hansen, (702) 847-0704, NV.

For Sale: Misc. int. pieces from complete '67 Westy walk-thru. No cot or tent. Lots of barndoor parts, NOS & used, as well as up to '67 parts. Info: Mark @ The Bus Barn, (505) 869-8149. New Mexico.

For Sale: Parting out '67 Westy Pop-up. Also beltline and jail bars for '65 bus. Dave, (319) 552-2716, IA.

For Sale: Parting out '74-'75 Westy with blue plaid interior, all cabinets and auto trans. Call (610) 395-2485 evenings (EST), PA.

For Sale: Blk door and interior panels for '64-'67 bus, \$80. Deluxe front bumper trim w/rubber, \$40. Side jail bars, \$20. Brown floor mats, cab and passenger area, \$100 for both. Gary, (510) 724-0470 after 5pm PST.

For Sale: Parts: Rubber pad for front bumper steps. I found a box of NOS pads, front seats, rear seats, middle seats, jail bars, outside molding sets, rear seat bar, corner windows, skylights, bumpers, door handles and lots of other parts. Danny, (909) 888-3992 eves. (909) 880-0773 days.

For Sale: Barndoor-style reproduction safari window set. Complete, beautiful, and practically new. Tom, (505) 268-2220.

Das VW-Bus Buch—The Cult Classic Bus Book of the '90's! Published in Germany with German text by Manfred Klee. Hundreds of unusual never-before published photos of Type 2's of all years: Barndors to Eurovans. This amazing and totally neat-o book available only through NEATO. \$19.95 postpaid (Canadian members please send \$22 due to higher postage cost). Please make your check or money order payable to NEATO, and mail to: NEATO; P.O. Box 4190; Albuquerque, NM 87196.

For Sale: All metal-metal/wood roof racks, custom bent tubing. 1/4, 1/3, 1/2, 2/3, 3/4 or full sizes for Type 2s. Prices start at \$225 for 1/4 all metal rack for Westfalia or any Type 2s. Duplicate orig. or any style duplicated, steel, stainless steel or aluminum metal used. Oak, ash or teak wood used. Also Type 1,2,3,4 roof racks made! Side steps made that locate in your jack supports for busses and campers! Rear cargo hoops for single or crew cabs with cap plates made from OE specs. Duplicate original or can lower them. Anthony Gelato, after 5:30 p.m. EST, (201) 347-4081, 10 Chamberlain Ave., Budd Lake, NJ 07828.

Westfalia Admirers—join *Camp Box News!* CBN is the first and only Westfalia Newsletter/club devoted to all '51-'95 Westy Campers. Our newsletter contains stories, articles, unbelievable photos and literature along with great classifieds. Bi-monthly. \$6/year. For sample newsletter, send .32¢ stamp to: CBN; 1728 Evansdale; Toledo, OH 43607. (419) 531-2954.

Bus Rust Repair Panels: Our panels may cost a little more, but you can spend the money and time you'll save in body shop costs on the open road enjoying your bus! Our high quality, fitted panels LAST and require no major refabrication. **Das Bulli Haus** • 18 Ward Lane • North Franklin, CT 06254 • (203) 642-7242.

Videographer For Hire—Can travel anywhere to capture any subject you desire: buses, musical & art events, bicycling/outdoor activities. Will make copies and send to your anxious cohorts! Professional camera package and several years' experience in film/video production. Low budget OK. Please call John @ (800) 484-2035, PIN #3456. Bus movie ideas? Write to: THRIFTYFILMS; P.O. Box 95737; Seattle, WA 98145-2737.

For Sale: Parting out '66 21-window w/sunroof. Body rusty, but have all the little things you may need. Steve, (904) 574-9025. Fla.

For Sale: Westfalia side tent/awning with poles, side curtains, stakes and bags. Red/Green/Cream stripes. 95% perfect. Off a '58 Westy. Not used for 28 years. Includes all mounting hardware. \$600 including shipping inside lower 48. Chris, (805) 438-5130.

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Reproduction Dormobile Roof Vents: Correct color & fit. Pre-drilled. \$125/pair + freight. Susan, (206) 972-0851, or Rick (206) 979-4258.

For Sale: Vintage Collection Trading Cards, engraved metal cards with beautiful images of vintage Type 2's (ambulance, deluxe, Westfalia, fire truck, panel, single cab, high roof, with more to come). Highly collectible! Info: D G Enterprises; 443155 N. Sierra Hwy., Suite #24; Lancaster, CA 93534. (805) 945-5622.

For Sale: Photocopy of original '50-'67 Type 2 parts manual. Almost 400 pages, showing pictures and part number for every part put on a Type 2-right down to the last nut and bolt. Invaluable for restorations. \$45 plus \$5 S&H. (416) 724-1599, Craig Allen, 21 Wandering Trail, Scarborough, Ontario, Canada M1X 1K3.

For Sale: Transporter Toys & Collectibles. Clymers Transporter Repair Manuals: '61 and earlier, \$25; '50-'70, \$15; '61-'72, \$15; '61-'74, \$15; '61-'79, \$15. '61 & earlier Scientific Publications-36 & 40hp Transporter Repair, \$35. Factory Repair Manuals-'61 Type 3, set of 2, \$100. Coca-Cola Vans-1/43 Solido-SALE, \$20 each. Revell-'58 Microbus deluxe, unbuilt model kit, complete, great box, \$185. Revell-California Roller Van, unbuilt model kit, \$12. Brekina-light-up ambulance-SALE, \$28. Vitesse-Blue Panel Kundendienst w/VW Serviceman, SALE \$25. Lots of vintage bus toys available! Add \$500 for UPS shipping per order. Sent \$1 for 18-page illustrated list of great VW collectibles for sale. Melissa Jess, 3121 E. Yucca St., Phoenix, AZ 85028. (602) 867-7672 phone/FAX.

Trade: '70 Toyota Landcruiser FJ40, excellent stock condition, for split camper or Deluxe of equal value (approx. \$4000) David Meacham, (704) 252-9196 eves, NC.

Trade: Have Transporter Owners Manual, dated 9-64, with valve adjustment sheet, in new condition. I need an owners manual for a '65 standard micro bus in like condition. Let's swap! Fred, (218) 847-3973 day, (218) 847-8180 eves, MN.

Trade: '88 Jetta GLI w/100,000 miles for old camper. Must be reliable daily runner. Can add cash for right bus. John, (310) 372-0841, CA.

Trade: I have one full-length VWOA roof rack in semi-good shape, sand-blasted, and a short VWOA roof rack in exc. cond. Will trade both for full length VWOA rack in good condition. Also looking for metal NEHI cola cooler. Mike Brown, (813) 733-4318. Fla.

Wanted: Old Westfalia Owners Manuals. I am attempting to collect as many old (pre 80') westfalia owners manuals as possible. So far the have ones from '75, '74, '73, '70 and '67 (SO 42). Also have different Westy Parts catalogues, too. I am always interested in trading manuals (originals preferably, but photocopies o.k. too) w/ other Westy owners or admirers. Please write/call/e-mail to Michael Heron, 116 Lawlor Avenue, Toronto, Ontario M4E 3L7 CANADA (416) 690-7882. My e-mail address is: michael.heron@utoronto.ca.

Wanted to Rent: 23-window Deluxe Microbus in great condition. Want to rent for one day to drive from church to reception. Please call for further details: Shanna, (619) 564-5188. La Quinta, Calif.

Wanted: That cool sticker—as seen on the back of Mike Brown's bus: "Don't Ever Get Behind a VW Bus." It's 4 inches square, black w/white letters. Jim, (813) 846-9250. Fla.

The Swap Area continued next page

Wanted: Please sign in, I'm creating a dBase file. If you have a Type 2 from 1950-1967, please leave your name, address, model of Transporter, phone #, notes about your Transporter, any VW clubs you may be in. I have 1,800 people in it already. I started it to keep my old Transporter together—Who knows—you might have a fellow old Transporter owner in your hometown. Thank you. Write or call anytime. Anthony Gelato (201) 347-4081, 10 Chamberlain Ave., Budd Lake, NJ 07828.

Wanted: BREKINA, Type 2s, for my collection. I'm interested in all splits and Barndoors with logos—not just rare and obsolete models (they're all "rare" here in Ohio!). Please phone (513) 864-7435 after 6pm EST or send description and price to: Tom Trout, 2125 S. Techumseh Rd #59, Springfield, OH 45502..

Wanted: Euro front & rear head & tail light assembly or lens. Salt & Pepper interior panels with chrome molding, grey & black & white, for '65 Deluxe bus. NOS rear cargo floor for same. Left side gate for '66 Crew Cab. Any info on reduction gears for mountainous area, non-highway, 27-tooth and 16-tooth, part #211.501.267M & 211.501.261B. Only one side needed. 60mm gas cap or gasket, NOS or very nice used, carb governor used or parts for '64-'67 1500cc engine. Old Bosch screw-together horns, 6v, 12v, not working, rusty or not. Any pre-'68 Type 2 parts that you don't need. Anthony Gelato, after 5:30 p.m. EST, (201) 347-4081, 10 Chamberlain Ave., Budd Lake, NJ 07828.

Wanted: Pre-'67 Crew Cab. Structural condition a priority over mechanical, the less rust the better. Owner's asking price must be less than \$4000 and he should be willing to work with me on some means of delivering the bus. Call Andrew, (717) 336-7262, PA.

Looking for info/photos of '56 Deluxe. Trying to restore mine. Would like to correspond with other owners of similar vintage Deluxe buses. Dave Sauer, (405) 733-8352. Oklahoma.



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Wanted: '65-'67 Kombi in good to excellent condition. Dave Newbitt, (310) 333-9098, Redondo Beach, CA.

Wanted: Looking for a really nice, rust-free, dent-free splitty panel. Will travel anywhere in US for right bus. Jeff, (816) 587-0207, MO.

Wanted: Any parts to '59-'61 camper interior—not for resale—would like to build a camper for myself. Mark @ The Bus Barn, (505) 869-8149. New Mexico.

Wanted: '65-'67 Deluxe sunroof, 21-window. Must be solid and virtually no rust. Will travel anywhere. Please send pictures and brief history. Call Collect (514) 658-2170 or mail Chris Elrick, 29 Gunn Ave., Cambridge, Ontario, Canada N3C 3V8.

Wanted: Looking for Crew Cab. Would like '65 or older in restored condition. Bob Niles. (714) 366-8495. San Clemente, CA.

Wanted: Dry '67 or older Sunroof Bus. Motor, trans, interior, not important, just need a DRY body (a project bus, not an investment bus). Also, '63 Crew Cab rear corners, around taillight area wanted. Tom, (603) 753-4912 'til 9 PM. New Hampshire.

Wanted: Pre-'68 Deluxe, Microbus, Kombi or Campers. Little or no rust. Sunroof/Pop-Top a must. Will travel. Jason, (519) 686-9649, Ontario.

Wanted: Pre-'68 bus in daily driver condition. Prefer a decent running and looking bus with minimal rust. Some minor dings, tears, scratches OK. East coast area preferred. Will consider other areas. Help me! I need a bus! Rodney, (908) 528-8069 eves. 'til 10pm, NJ.

Wanted: Looking very intently for an early Dormobile. Any information regarding installation of a late-model IRS bus tranny into my '67. Need info regarding handling upgrades. Need a set of 15X6 stock style steel wheels that will accept my standard bus hub caps. Always looking for early & late buses in south/central PA area. Matthew, (717) 975-2386.

Wanted: Barndoor sunroof (rust-free body) as complete as possible, '66-'67 Crew Cab fuel tank access panels. 1/3 roof rack, rust-free crew cab gates, NOS painted hub caps. Steve, (910) 867-5219 home, (910) 484-8061 work, NC.

Wanted: '61-'67 Type 3 Squareback in good original condition. Original paint and interior preferred but not a must. David (408) 288-9148, CA.

Wanted: Storage net for '69 Westy. Call Frances or Duane, (817) 267-6905, TX.

Wanted: '67 Camper side tent, ladder, roof rack with wood slats. All original. Jeffrey, (804) 736-9888, VA.

Wanted: Parts for my flip-seat Westfalia. I need water canisters, hanging light, child cot, can opener and plate for spare tire (14" rim) to put the table on. Also want a clean rust-free/accident-free '64 Squareback in original unrestored condition. Prefer a sunroof with push button dash. Daniel, (818) 576-1823 or (800) 213-1777, CA.

Wanted: For '66 Westfalia, original side door floor trim that goes over the vinyl. Metal bars only for child cot. Nice late model tent and pre-'78 Hot VW magazines. Thanks. Randy, (513) 922-6213, OH.

Wanted: Westfalia early type tent poles only. Steve Hansen, (702) 847-0704, NV.

Wanted: Porta Potti for Westfalia. Tumblers & stove. Any NOS parts for '61 23-window, tin bus toys and EMPI front bumper steps, NOS retractable steps, front & rear Hurst bumpers. Danny, (909) 888-3992 eves. (909) 880-0773 days.

Wanted: Dress rims for '64 Deluxe, non-slotted. Steve Lance, (404) 432-1881, GA.

Wanted: Any info on foot steps mounted to body and front bumper of my '65 Deluxe. Are these original? Instructions wanted to make Soapbox Derby Deluxe bus like the one pictured 2 or 3 issues ago. Paul Bucco Jr., (908) 341-2348, NJ.

Wanted: Does anyone have a source for the pebble grained rubber mats that go under front seats, over wheel arches? NOS or repro. Thanks. Jeff Griffin, (203) 281-0481, CT.

Wanted: I'm in desperate search for high hinge cargo door (with windows) for my double door. Top dollar paid for top quality. Been looking for 8 months. Please help me get my bus finished! 2 sets needed. Leave message. Sloan, (800) 433-9376, EXT 718, FL.

Wanted: Mud flaps with VW logo for my '65 Deluxe. Also info on cleaning gas tank. I also need a front emblem. Pete Dorfman, (201) 839-0805, NJ.

Wanted: Sales brochures & owners manual for '58 bus. NOS or exc. dog legs for pre-'63 bus, wing nuts for safari windows (3), front kick panels (light brown), and rear hatch panel (light brown) in excellent shape, a perfect round tail light bezel, a really nice roll-up tool kit (should have come with the bus). I would like some neat accessories like a ladder, a bud vase, Hella fog lights, etc. I also need a NOS cloth headliner for a '58 non-sunroof deluxe (or info on a perfect reproduction. Original cans of chestnut brown and sealing wax red paint. Also interested in black & red deluxe toy buses of any style or size. Neil Pickett, 38 Center Street, Candler, NC 28715 (704) 665-1650.

Wanted: Short section of the two-piece connection molding that fits on drip rail to hold connecting boot which attaches to tent for '67 Westy. Tent is blue-topped, burnt orange sided with circus striped door. Jeff, (515) 858-5649, IA.

Wanted: Tag frames from Tampa; Birdsong Motors or Howell Motors St. Petersburg; R.J. O'Brien VW, Westfalia tent railing, Unocal 76 antenna ball, back up light with curved glass and eyebrow bezel. For sale or trade: 43 SOTO newsletters for complete Old Bus Review library. Mike, (813) 733-4318, FL.

Wanted: For '66 Westfalia. Both windshields, both sun visors, radio, antenna, RH outside mirror and arm, front and rear bumpers, both wing windows, gas door key, RF signal housing, RR signal housing, 15" original wheel, trailer hitch. Mark Minor, P.O. Box 1102, St. Croix Falls, WI 54024.

Wanted: Film footage (16mm, 8mm) sought for public TV documentary. Loaned footage will be cleaned, repaired, transferred to video and returned. 1950s to early 70s footage showing Westfalia or any other type of VW being used for camping. Also any miscellaneous trailer, motorhome or camping footage. Lost Highways Trailer Archives. Todd, (215) 925-2568.

Wanted: Old VW dealership plate frames & wood/metal roof rack. Will trade my 3/4 length metal rack and/or parts for correct rack. Paul Bucco Jr., (908) 341-2348, NJ.

Wanted: Metal VW dealer license plate frames. Reasonable! I have a couple to trade too. Greg, (310) 615-1499. Leave message any time.

Wanted: Any Westfalias, parts, vehicles, literature, info, etc. Will pay top dollar and pay cash, trade, etc. Also wanted: '59-'61 Standard Micro. Todd, (419) 531-2954.

Wanted: Any information on anything relating to restoring a '65 Bus, or restoring anything. I'm clueless. Michael, (206) 815-0383, Wash.

Wanted: '59 Single Cab pickup side gates & back gate sought by poor college student. Don't have to be perfect cond., but restorable. Will put to immediate use on daily driver. Garrick, (810) 338-6484, MI.

Wanted: VW Westfalia Pop-up Campers, any year. #1 or #2 condition only. J. Glawe, (815) 654-3737, IL.

Wanted: Speedo for '61 Double Cab, w/trip odometer, #211 957 033A. Chuck Loversky, 942 Newport, Grover Beach, CA 93433.

Wanted: 6 seat mounts, 2 round mirrors, 1 pass. side mirror arm (slightly longer than driver side) w/mounting hardware. Kent, (314) 458-0281, MO.

Wanted: For '56 Single Cab: Rear bumper, bows & canvas (or pattern), gas tank wall & pedal cover under floor. Tim, (612) 373-0526, MN.

Wanted: Gas heaters. Any condition, any make, for any VW. Call Sean, (919) 481-3713, NC.

Wanted: I have a '66 Westy with no interior except for front bench seat. I need all the interior & all 5 camper windows. Also need any info. on a side tent for '66 Westy. If you have all or just one part of what I need, please call. Billy Montiel, (901) 377-8235, Memphis, TN.

Wanted: Owners Manual for '66 Bus. Water tank for '66 Westfalia. John, (203) 250-9119, CT.

Wanted: 1/4, 1/2 or 3/4 roof rack for my '65 panel. Very reasonable or trade for my gasoline heater. Mark, (216) 928-5637, OH.

Wanted: Stock '66 front axle beam, spindles, and arms or a complete front axle set-up from drums in. (813) 73-3776. Dunedin, Fla.

The Swap Area continued next page 

THE BUS STOP



TRANSPORTER

PARTS & SERVICE

P.O. Box 755
Westminster
Cal. 92683

714
892-5293
Charlie Hamill

Wanted: For '60 sunroof deluxe: Cargo floor mat (holes for full-length middle seat, no seat belt slots. VW "on-the-rim" style trim rings (3). Seat clamps (6). Oct '60 Owners manual. NOS plastic ivory dash & bulkhead grab handles w/chrome ends. 6V ambulance fan. Retracting (ambulance) side door entry step. Blaupunkt AM/FM/Marine radio. Fluted headlight lenses. Hella fog lights (round, yellow, bullet glass). Rubber seals for cargo-door high hinge "wedges." Color photo(s) of Meisterbrau panel bus. Todd Schneider, 9551 Southbeach Drive, Apt. N, Bainbridge, Island, WA 98110. (206) 842-0162.

Wanted: Power Inverter. Heath Kit w/instruction manual. 6 volt source to 110 volt output. Other makes will be considered. Approx. range 10-25 watts. G. White, 103-Q2 Lakeview Terrace Drive, Altoona, FL 32702.

Wanted: VW shirts, posters, stickers, books, photos of buses, other collectibles. Jonathan Grillo, 910 Catalina Ave., Seal Beach, CA 90740.

Wanted: Green on green plaid interior for '76-'79 Westfalia, dash cord for plug under glove box on 75-75 Westy. 73-79 bus clock. Call (610) 395-2485 evenings (EST), PA.

Wanted: Desperately searching for set of curtains for '61 Westy. Also looking for roof hatch post and curtain rod which divides the cab and the back. Dan, (407) 777-7586. Fla.

Wanted: Looking for owner's manual for '66 Bus. Peter, (902) 769-0022. Church Point, Nova Scotia, Canada.



NEATO CHAPTERS

BRITISH COLUMBIA

The Bulli Boys

165 East 1st Street
North Vancouver, B.C. V7L 1B2
CANADA
Barry Guscott: (604) 734-7383
Kevin Thornton: (604) 986-0472

ARIZONA

Southwest Association of Transporter Owners (SWATO)

Kent Thorpe
1225 West Sand Dune Drive
Gilbert, AZ 85234
(602) 926-4244

CALIFORNIA

The Split Bus Club

Gary Morgan
2452 O'Hatch Drive
San Pablo, CA 94806
(510) 724-0470

Vintage Transporter Owners

Johnny Salazar
2292 Nice Avenue
Mentone, CA 92359
(909) 389-9477

FLORIDA

Das Kool Bullis

Mike Brown
1698 Nantucket Court
Palm Harbor, FL 34683
(813) 733-4318

GEORGIA

Peach State Transporters

Allen Becker
3065 Valley View Drive
Powder Springs, GA 30073
(404) 943-3491

MARYLAND

Mid-Atlantic Micros

Emmett Goldsborough
102 East Baltimore Street
Taneytown, MD 21787
(410) 756-6134

MISSOURI

Kansas City Kombis

Pinkney Newell
4712 N.W. 80th
Kansas City, MO 64151
(816) 587-2838

Missouri Micros

Rick Babor
35 Manor Drive
Florissant, MO 63031
(314) 837-1343

NEW MEXICO

Route 66 Splits

c/o The Bus Barn
P.O. Box 976
Peralta, NM 87042
(505) 869-8149

NORTH CAROLINA

Appalachian Split Screens

Neil Pickett
38 Center Street
Candler, NC 28715
(704) 665-1650

German Air-Cooled Society of the Piedmont (GASP)

Darrel Combs
3121 Wentworth Street
Reidsville, NC 27320
(910) 349-8562

OREGON

Flat Four Transporters

Burt Reif
2019 SE Hemlock Avenue
Portland, OR 97214
(503) 235-9219

TENNESSEE

Tennessee Transporters

Bill Montiel
2180 Winding Path Drive
Memphis, TN 38133
(901) 377-8235

TEXAS

Lone Star Transporter

Association
Dennis Wilson
P.O. Box 584
Princeton, TX 75407
(800) 685-0619

VIRGINIA

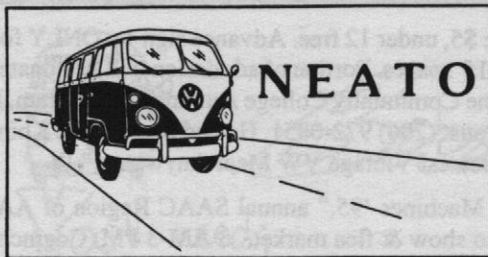
Middle Eastern Bullis

Keith Banda
1931 Rawood Drive
Hampton, VA 23663
(804) 851-2501

WASHINGTON

Cascade Kombis

Luke Lukey
7012 - 22nd Avenue, NW
Seattle, WA 98117
(206) 783-1779



OBR

Supplement to Old Bus Review #3,
May/June 1995

Coming Events Regular Chapter Meetings

Tempe, Arizona: last Sunday of the month: Southwest Association of Transporter Owners (SWATO) meets at Denny's, corner of Broadway and Priest, Tempe. 7 PM. Info: Kent or Glenda Thorpe, (602) 926-4244.

Benicia, California: The Split Bus Club meets every second Wednesday of the month at 110 Hillcrest Avenue, Benicia, 7:30 PM. Info: Gary Morgan, (510) 724-0470.

Redlands, California: third Wednesday of the month: Vintage Transporter Owners meets at Giovanni's Pizza, Redlands. 6:30 PM. Info: Johnny Salazar, (909) 389-9477.

Tampa, Florida: Das Kool Bullis meet last Sunday of every other month (January, March, May, July, September, November) at 12 Noon at Phillippe Park, Safety Harbor, Florida. Info: Mike, (813) 733-4318.

St. Louis, Missouri: third Tuesday of every month, Missouri Micros meets various locations. Rick Babor, (314) 837-1343.

Bosque Farms, New Mexico: Route 66 Splits—a non-stop celebration of the Vintage Type 2 at The Bus Barn. Ohne Schmutz da ist kein leben. (505) 869-8149.

Reidsville, North Carolina: G.A.S.P. meets second Sunday of every month, 2 PM. For directions/location. (910) 349-8562.

Portland, Oregon: Flat Four Transporters meets first Wednesday of the month at Flying Pie Pizza, 7804 SE Stark, Portland. 7:30 PM. Contact Burt Reif, (503) 235-9219.

Dallas, Texas: Lone Star Transporter Association meets 2nd Sunday of the month, 3:30 PM, at "Memories," 2102 Morriss Rd., Flower Mound (near Lewisville). Info: (800) 685-0619.

Seattle, Washington: first Wednesday of the month: Cascade Kombis at Northgate Station Roundtable Pizza, 9895 1st Ave., NE, Seattle. 7 PM. All VW's welcome. Info: (206) 842-0711.

May

26-28: "Buses by the Arch, #8," a NEATO/LiMBO sponsored VW camping weekend. Transporters will gather again on Friday to camp at scenic Ft. Zumwalt Park campground just 1/2 mile off Interstate 70 in O'Fallon, Missouri (St. Louis suburb). On Saturday we'll hold an "all VW" caravan and picnic on a scenic route. Great socializing, V-ball, games, parts swapping, VW videos, 1/4 scale wooden soapbox Type 2 contest, trophies and campfire activities until ? Don't miss it!

Over 80 buses last September! Info: send S.A.S.E to: Buses by the Arch, #8; 1514 Wild Goose Run; St. Charles, MO 63303.

26: "2nd Annual Wiener Run," Cruise Night & Camping Extravaganza, Paso Robles, California. Cruise night and raffle sponsored by Bugparts Unlimited, campout sponsored by Bulli Bunch of San Luis Obispo. Free to any air-cooled Type 2. Swapmeet, horseshoe tournament, barbeque, and more. Info: Randy (805) 481-0546 or Chris, (805) 438-5130.

27-29: "Split Bus Club Wild Weekend," Besides crashing the "Bug-O-Rama," the Split Bus Club attends the Ancil Hoffman meet and squeezes in some camping, water rafting, and partying. Info: (510) 724-0470.

28: "Bug Bust, 5." Webster Town Hall/Town Park, 1000 Ridge Rd., Webster, N.Y. 10 AM-3 PM. VW show and vendors. Sponsored by Finger Lakes VW Club. Info: (716) 663-5234, or (716) 671-5914.

June

2-4: "Buses on the Blue Ridge," A NEATO campout will take place high atop Mt. Pisgah (elev. 5749 ft.) along the Blue Ridge Parkway, between mile markers 408 & 409, at Mt. Pisgah Campground. Come One, Come All! More info: Neil Pickett; 38 Center Street; Candler, NC 28715. (704) 665-1650.

2-4: "Westies in the Woods, #3," Camp-out in Stokes State Forest, Branchville, NJ. \$1 per person/per night. Bonfire, turkey roast, caravan. more! The Bus Guild, (201) 238-1710.

2-5: "VW-Bus Deutschland Treffen, 7" Das grösste VW-Bus-Treffen der Welt—Largest gathering of VW Transporters of all years on planet Earth! Bell/Hunsrück, Germany. Info: VW-Bus-Club Koblenz; Erlenweg 11; 56323 Waldesch; Germany.

3: "Northern Bug Fest #8: Volkswagen Vendor Day," Grand Island, NY. (716) 795-3569, (716) 759-8182, (716) 773-7591.

9-11: "Split Bus Club Campout," Calaveras Big Trees (of Mark Twain fame), Calaveras, Calif. Info: (510) 724-0470.

10: "Old Bus Campout," O'Neill Regional Park, 20 miles east of Irvine, California on County Road F 18. \$10 camping fee per bus. Sponsored by Box on Wheels/Vintage Transporter Owners. Daniel Lewis: (818) 576-1823.

11: "Ben & Jerry's VW Bus Classic," at the Ben & Jerry's Ice Cream factory, Waterbury, Vermont. 9 AM-PM. Great Buses, Great People, Great Ice Cream! A LiMBO/NEATO affair. Info: Scott Snider: (508) 746-9573.

June, continued...

18: "LSTA Summer Picnic," Lake Lavin, near Cullcoka, Texas. Info: (800) 685-0619.

23-25: "Vintage VW Meet," the premier Willi Lottermann-sponsored event, Bad Camberg, Germany. Vintage VW enthusiasts and cars from around the world will attend. "World Barndoor Meeting" of "older than 40 year old Type 2's" at this event. If you can't bring your bus, bring photos! For info on Barndoor Meet, contact: Peter Valentin; Bismarckallee 54; 63739 Aschaffenburg; Germany. Tel/Fax: (0621) 98236.

25: "Vintage Show & Shine," Southern Tech, I-75 exit 112, S. 120 Loop go west, cross Ga. Hwy 41, Southern Tech on left.

25: "Litchfield Bug-Inn," Litchfield, Conn. Judged show, large swap area. Car registration: \$6. Spectators: \$2. Swap space: \$15. Proceeds go to charity. Info: (203) 283-5256.

July

1-2: "2nd Annual Buckeye German Jubilee," Columbiana, Ohio. VW & Porsche trophy show w/new & used parts vendors & swap. Spons. by German Air Sucker Society & Jim's Custom VW's. FREE admission & overnight primitive camping (grass parking). Awards, door prizes. \$20 per day for 10' x 20' vendor space, or \$30 for weekend. Area opens Friday eve for vendors, bonfire & cookout scheduled for Saturday night. Located on State Route 7, one mile north of Rt. 14 in Columbiana, Ohio. Info: (216) 332-1865, or (216) 482-0018, or send SASE to: GASS; 927 Liberty Street; Salem, OH 44460.

4: "Fourth of July Music Festival," Carlsbad President's Park, Carlsbad, New Mexico. 10 AM-9 PM, then fireworks! Bus owners especially welcome!

9: "Route 66 Splits Cookout" and Old Bus Review newsletter stuffing—Join the gang that makes it possible for the world to receive the latest Old Bus Review. 10:30 AM-4 PM. Potluck lunch. Please RSVP if you plan to come—last minute changes can occur. (505) 268-2220.

14-16: "LSTA Campout," Galveston Island State Park, Texas. Featuring Sand Bus-building contest. For reservations, call Texas Parks and Wildlife: (512) 389-4800.

15-16: "Buses at Bong," a Midwest Type 2 Campout at Bong State Recreation Area, near Kansasville, Wisconsin (10 miles west of I-94 on Highway 142). All are welcome. Info: Dan Swierczynski, (312) 583-8733.

15-16: "CVA 11th Annual Summer Meet," Lime Rock, Conn. Camping & racing on Sat., show & swap on Sun. John Kelly (203) 250-9119.

16: "8th Annual Volksfest," Winnipeg, Manitoba, Canada. 10 AM-4 PM. Auto Haus, 660 Pembina Highway. Trophies, games, swap meet, engine blow, etc. Info: (204) 339-9834.

21: "The Friday Night Rally," aka "The Hamburger Thing." Pre-Vintage Meet gathering of old VW's, juicy hamburgers and greasy fries, at Kidd Valley Drive-in, 143rd & Aurora Ave. North, Seattle, Wash. 6-9 PM. Info: (206) 972-0851.

22: "14th Annual Northwest Vintage VW Meet," Shoreline Community College, 160th & Greenwood Ave., N., Seattle.

Admission: \$5, under 12 free. Advance sign-up ONLY for all swap 30' x 15' spaces. Portion of admission will be donated to the Shoreline Community College Automotive Program. Info & reservations: (206) 972-0851. Hosted by Cascade Kombis, it's "The Greatest Vintage VW Meet Anywhere."™

23: "Time Machines '95," annual SAAC Region of AACA antique auto show & flea market, 8 AM-3 PM, Coginchaug Regional High School, Route 17, Durham, Conn. Show class for air-cooled VWs, spons. by Mierz family. Proceeds benefit SAAC Region's Scholarship Program. Info: Steve Mierz, P.O. Box 3353, Stony Creek, CT 06406, (203) 481-1930.

21-23: "Transporters by the Tunnel," N. Adams, Mass. LIMBO sponsored campout near Mt. Greylock. Info: (413) 743-4968.

August

13: "6th Annual All VW Car Show," Auburn/Lewiston Airport, Auburn, Maine. 9 AM-3 PM. Vacationland VW Assoc. (207) 784-7095; (207) 729-4273; (207) 443-9556.

September

1-3: "Buses by the Arch, #9," a NEATO/LIMBO sponsored VW camping weekend. Transporters will gather again on Friday to camp at scenic Ft. Zumwalt Park campground just 1/2 mile off Interstate 70 in O'Fallon, Missouri (St. Louis suburb). On Saturday we'll hold an "all VW" caravan and picnic on a scenic route. Great socializing, V-ball, games, parts swapping, VW videos, 1/4 scale wooden soapbox Type 2 contest, trophies and campfire activities until? Don't miss it! Over 80 buses last September! Info, send S.A.S.E to: Buses by the Arch, #9; 1514 Wild Goose Run; St. Charles, MO 63303.

22: "Volks Folks Reunion '95," Volkswagen show and swap at Fox Lake Park, Titusville, Florida. Trophies, prizes, games. Sponsored by Florida Volks Folks and German Air Sucker Society/GASS. Info: (407) 639-6751, (Vendor pre-registration: (216) 332-1865 or (216) 332-1303).

30: "TransporterFest," Brookfield Orchards, 12 Lincoln Road, North Brookfield, Mass. Apple picking, apple dumplings, country store, parts vendors/swap. Nice time, nice people. Several campgrounds in area. Dan, (508) 568-8450.

October

1: "Southwest Bug-In, Phoenix College, 15th Ave. & Thomas Road, Phoenix, AZ. 7 AM-2 PM. Show & swap to benefit St. Mary's Food Bank. Admission. Info: (602) 867-7672, or (602) 934-8989, or (602) 995-8449.

November

11: "Bulli Brigade 2," Reeve VW, Tampa Florida. A Split Screen Type 2 show and swap. Info: (813) 733-4318.

Please note: This is not a complete listing of VW events. The emphasis is on NEATO or other bus club-sponsored events. Please contact sponsors for further information and to confirm dates/locations (changes can happen!).

Event organizers! Send notice of your plans early so Bus People worldwide can make their plans.



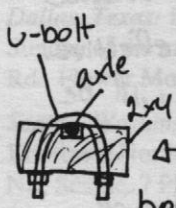


You'll need;

Bus Scoop Box SPECS.

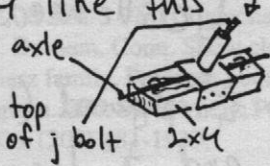
- $\frac{3}{4}$ " plywood (1 4'x8' sheet makes two bottoms) also $\frac{1}{2}$ " ply for the sides, and $\frac{1}{8}$ " Luan board for the front
- Small panel nails
- drywall, or wood screws (I used drywall screws, Brian used woodscrews)
- wheelbarrow, or wagon wheels with bearings, ours are marked as follows;
10 x 1.75 symmetric / steel ball bearing / hub length $1\frac{1}{2}$ " - bore $\frac{1}{2}$ ". I paid about 7-8 bucks ea. for mine.
- this wierd deck leg support thing →  look at a hardware store.
- a concrete anchor like this →  and a nut.
- axles, or $\frac{1}{2}$ " steel rods
- U-bolts
- assorted 1"x2", and 2"x4"'s
- one genuine bus steering wheel.

1. Cut the floor out of a sheet of ply that has been ripped in half. →  24" wide is a good size, and will fit in your bus when you are through. Cut the shape to allow the wheels to sit inside the vehicle. mine looks like this →  the front wheels need to clear the frame when turning.

2. Put the axles on. I roughed out the 2"x4" so the axles sit in the wood - not too deep though as this will lower your bus. Then the U-bolt went over it. The hole deal looks like this. →  Also drill a hole through the front axle and floor + insert a large pivot bolt through the hole and attach with a bolt + cotter pin. You should be able to steer down the driveway by now.
* When I say "front axle" I mean front 2x4, right next to the steel rod. It should look like fig. 1. now.

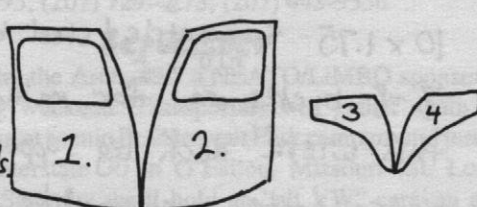
3. Now draw the shape of your bus onto some $\frac{1}{2}$ " or $\frac{3}{4}$ " ply. Cut out w/ a jigsaw and screw those to the floor, then put 2"x4" blocks along the front perimeter and one full height 2x4 up the middle with the same contour as the front of the sides. You are now about as far as fig. 2.

4 Now is a good time to put your steering wheel on. Take the deck leg anchor thing and put the concrete j anchor up through it. Now mount it over the steering pivot bolt on the front 2x4 like this →



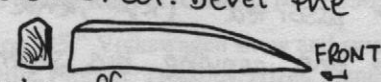
Then put your bus steering wheel on the new "steering column" and put a bolt on the top. Hack saw the top of the bolt to fit a horn button.

5 Front skin. In my opinion, it is probably easier to install a new front skin on a real bus than to construct this section. Brian Herr is the genius in this department; here's how it all goes down. The entire front consists of four separate pieces of $\frac{1}{8}$ " Luan board like this →



Start securing around the bottom, then go up the middle—the gap in the middle will close up as you go. Then secure the sides and jigsaw the two windshields. Put the infamous "V" on the same way right over the front skin. Use fiberglass resin to fill any cracks or gaps; it will sand very smooth.

6 To build the roof, look closely at fig. 3 and duplicate it using 1"x2" pieces and a 2x4 in the middle shaped like the side profile of a roof. Bevel the 2x4 to accept the two pieces of luan board better →



Then make the roof skin using 2 pieces like on the front. trim off excess on the sides. Brian somehow managed to use one piece, don't ask me how.

7 The rest is mostly accessories like .040 ALUMINUM bumpers (pre 58' of course) or semaphores, don't forget the emblem, Brian cut his out of wood—it's trick. We also used hardware store type closet lights for headlights. Don't worry about following these specs. too close, (we didn't). My bus is approx. 24"x60" and just about 50 lbs. Brian's is 24"x72" and a little heavier because of the full roof. We both made brakes, but neither one was very effective. My vw is a 54' single cab, Brian's is a barndoor exa 23 window deluxe, it will be interesting to see what everyone comes up with!

Take your time, don't get frustrated, and have fun. When you're all done, kick back and check out fig 4!

—RICK

Questions or problems?

(314) 837.1343 RICK BABB



Bitte in Druckschrift ausfüllen
oder ankreuzen:

Please fill out in type letters:

Name.....
Name

Adresse.....
Address

Telefon.....(.....)
Phone

Motorfahrzeug ☐
Motor Vehicle

Transportanhänger ☐
Trailer for Transport

Wohnanhänger ☐
Campingtrailer

Hersteller:
Producer

Typ:
Type

Fahrgestell-Nr.:
Chassis number

Baudatum:
Prod.Date

Aufbauart oder
Einrichtung:
Construction type
or equipment

Kennzeichen:
Licence-plate no.

Erstzulassung:
First registration

Westfalia-
Nummer:
Westf.no.

Bei Campingwagen: Dachform
For Campmobiles: Roof type

Mit WESTFALIA-
Dachgepäckträger ☐

kurz ☐ mittel ☐ lang ☐
short medium long

Blechdach ☐
tinroof
Schiebedach ☐
sunroof
m.Dachklappe ☐
w.tin hatch (-64)
m.Hubdach ☐
w.pop top (65-79)

Dormobil-Faltdach ☐
Dormobile-folding-roof
Aufstelldach vorn ☐
Hinged pop-up roof (67-73)
Aufstelldach hinten ☐
Hinged pop-up roof (74-79)
festes Hochdach ☐
fixed high-roof
anderes Spezialdach ☐
different roof

zugelassen ☐
registered
fahrbereit ☐
drivable
nicht fahrbereit ☐
non-drivable

Farbe(n) Oberteil
color(s) upper section
Unterteil
lower section

Kaufdatum
Date of purchase

Zustand nach eigener Einschätzung
estimated condition (by yourself)
sehr gut original oder restauriert ☐ 1
perfect original or restored
gut orig.oder restaur.; komplett; TÜV ☐ 2
good orig.or rest.,complete,traffic-inspected
mittel, komplett mit TÜV ☐ 3
medium,complete,traffic-inspected
rest.bedürftig, kompl.,fahrbereit ☐ 4
needs restoration, complete, drivable
rest.würdiger Teileträger ☐ 5
worthy of restoration, not complete
nur noch Teileträger ☐ 6
only spare parts donor

Angaben zur Fahrzeuggeschichte; Raum für Foto (Aufnahmedatum?):
Details of vehicle's history; spare room for photography (Date of taking?)



Bitte senden an
Please send to



Michael Steinke
c/o NEATO
P.O. Box 4190
Albuquerque, NM 87196